

# American Aviation

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*The News Magazine of Air Transportation*

Nov. 15, 1947

## First Things First

**T**HE SCHEDULED airlines are being subjected to an increasing amount of criticism of late and some of the complaining would seem to be justified. Ironically enough, however, the least-justified or least-warranted criticism is coming from a few aviation magazines.

Target of much of the criticism is the attitude of the scheduled airlines on air freight in their competition with the new independent freight carriers. Others are not satisfied with passenger handling, or with the development of all-weather

flying. And underneath much of the surface noise is a railroad-inspired rumbling about "subsidies" in the form of mail pay.

But we think that many of the impatient critics of scheduled air transport are overlooking the one fundamental problem facing all air transportation today. Until this problem is solved all talk of volume air cargo, of all first-class-mail-by-air, of volume "day-coach" passenger traffic, is premature.

No form of transportation is worth its salt unless and until it is dependable. And there's no use glossing over the fact that air transportation is not yet dependable. Every year there is an improvement in performance, but until the scheduled commercial airplane can operate in volume 365 days out of the year with 99.5% of the weather problems solved, can it be said that air transportation has achieved its destiny?

No airline executive has been more clear and to the point on this subject than W. A. Patterson, the sound and practical president of United Air Lines, but his words are read more often than they are heeded. On numerous occasions he has summed up the problems and outlook of air transportation with the caution that not until air transport is dependable—and dependable coupled with safety—can the industry be considered stable.

A local fog condition at Kansas City may delay arrivals and departures at this point for a few hours. But these delays upset whole system schedules. Instrument landing conditions at LaGuardia upset schedules from coast to coast. A 24-hour close-down at Pittsburgh disrupts operations in every direction.

The public has shown great confidence in the airlines over the years. By and large it has been

(Turn to Page 8)



### Directs California Eastern

Alvin P. Adams, chairman of the board of California Eastern Airways, has taken over active direction of the company following resignation of J. J. O'Brien as president. An air transportation veteran and former president of Western Air Express, Adams foresees the independent freight carriers maintaining an important role in the long-haul freight traffic, despite new low tariffs instituted by several airlines. (See story on page 17)

## In This Issue

**All-Weather Operation Is  
Top Air Problem ..... 13**

•

**U. S. Airlines Carry 75% of  
Atlantic Trade ..... 39**



# The Birdmen's Perch

By *Major Al Williams, ALIAS, "TATTERED WING TIPS,"*  
Gulf Aviation Products Manager, Gulf Bldg., Pittsburgh 30, Pa.



We're going to try to join our own club, the Perch Pilots.

We've got a Little Known Fact About Well Known Planes, ourselves. And as anyone knows, one of these Little Known Facts good enough to print (and accompanied with *proof!*) gets a fella a commission as Perch Pilot (bottom rung).

And our "Fact" is very funny, we think...

"At one time 50% of the Air Forces were AWOL!"

Before all the brass in Washington screeches down on our neck, we'll explain that this happened in 1908 when the Air Forces consisted of 2 men.

And one of 'em went AWOL, like we said!

We're sending a Perch Pilot's commission to Joe Hardman, Portland, Ore., too. It's his second, and it's because:

"The P-82B, Betty Joe, took off weighing 33,000 lbs., on its record-breaking Honolulu to New York flight!" That's more weight than a DC-3!

Now here's one more Little Known Fact. We think it's stupendous—if true. But the lad who sent it *did not send proof.*

So we will neither commission him, nor vouch for the accuracy of:

"If a B-29 were landed without brakes, it would coast for nearly 15 miles!"

Okay, gentlemen, that's the general idea. "Facts" like these, sent to the address on the top of the page—and *proved!*—may win you the rare privilege of joining the hallowed hall of Perch Pilots.

And an impressive-type commission, suitable for framing or covering holes in the wall.

## THE BIRTH OF IGNITION

They're pulling a new stunt with aircraft generators.



They've got 'em delivering AC current, same kind you've got at home.

One of the big features of these AC generators is that they deliver 50% more power per lb. than DC units.

Naturally, these generators which do more work per lb. remind us of our favorite lubricant, Gulfpride Oil.

Gulfpride does more lubricating per gallon because of Gulf's special Alchlor Process, an additional purifying treatment which we give to *already refined* oils.

This additional step is so ruthless to the weaker hydrocarbons which make carbon, gum, and sludge that it removes as much as a pint of them from each

gallon of *already refined* oil.

And what's left is Gulfpride Oil.

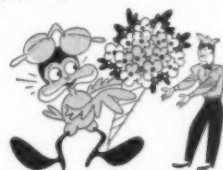
No wonder it does more actual lubricating per gallon!

Don't take our word for it . . . try it and see!

## BOUQUET

We do an awful lot of talking on this page about Gulfpride Oil and that Good Gulf Aviation Gasoline.

And maybe not nearly enough about the guy you get them from!



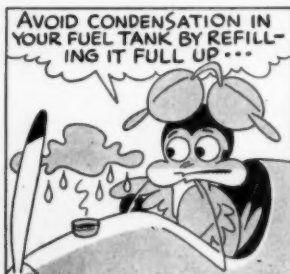
We're pretty proud of the men who handle Gulf Aviation Products. To our way of thinking, their shops, planes and hangars are almost always a little better run and better looking.

It's a very simple matter for us to say you'll get careful, efficient, clean service and attention when you "Fly In At The Sign Of The Orange Disc."

But it's these Gulf Aviation Dealers who back us up and deliver it!

We're very fond of this gang and you'll see why in a minute whenever you Fly Gulf!

Gulf Oil Corporation and Gulf Refining Company... makers of





Of United's 3,000 San Francisco and Oakland employees shown here, 21 are twenty-year veterans . . . 86 have 15 years or more service . . . and hundreds of others have been with United at least 10 years.

## ***a photograph of airline experience . . .***

Forty-nine of United Air Lines' present personnel helped United establish the first coast-to-coast airline in 1927. And most of that group were instrumental in the pioneering of scheduled flying during the previous decade from 1918 to 1927, when the United States Post Office Department

blazed the trails that are flown today.

These young veterans are the most experienced group in the air transportation industry. They and hundreds of United's 10 and 15-year veterans are the experienced core of the United Air Lines organization in 1947.

**UNITED AIR LINES**



**The Main Line Airway**

PASSENGERS • MAIL  
EXPRESS • FREIGHT



## FORTNIGHTLY REVIEW

\* \* \* \*

While numerous plans have been proposed to correct aviation's current troubles, too few of them recognize the most critical need of all—that of a workable all-weather flying system. National defense and continued progress in commercial aviation, require early action to lift the heavy hand of weather holding back reliable air transportation. (Page 13)

Out-of-date regulations of the Customs Bureau are proving costly to international airlines who pay for services which many officials believe should be performed free by the Federal government. (Page 22)

U. S. airlines are fighting a government proposal which would require the DC-3 to comply with new structural and performance regulations by the end of 1950. Compliance would work considerable hardship on the industry which expects to have 370 DC-3's in service at that date. (Page 27)

A total of 80,108 passengers entered or left New York for Europe during the first half of this year, 75% of them on U. S. flag lines. The total represented a 19% gain over last half of 1946. (Page 39)

Improved earnings for many airlines in the third quarter resulted from use of more economical equipment and increased management efficiency, according to Ralph S. Damon, president of American Airlines. (Page 44)

### November—Month of Air Giants

November, 1947, may go on the world's aviation calendar as the month for giants of the air. Howard Hughes touched it off by briefly and unexpectedly lifting the 200-ton Hughes flying boat—the world's largest—into the air above Los Angeles harbor while making the first taxi tests on Nov. 2. Next came engine runs and taxi tests of Consolidated Vultee's 265,000-pound, six-engined transport—the world's largest landplane—with its initial test flight scheduled to take place before Thanksgiving Day. Both planes are purely in the experimental class.

### Pressure on Hughes Contract

Charles E. Wilson, president of General Electric Co. and wartime vice chairman of the War Production Board, told the Senate War Investigating Committee last week that outside pressure had been exerted on him not to cancel the Hughes Aircraft Co. contract for construction of the flying boat. Asserting that abnormal procurement procedure was involved in award of the original contract for the giant plane to Hughes and Henry J. Kaiser, Wilson stated that Kaiser and Jesse Jones' department were among those exerting outside influence. He stated that neither the Army nor Navy wanted the plane from the beginning.

### Aviation Policy Matters in Clinic Mill

A bill of policy holding that the Federal government should discontinue its practice of certifying the airworthiness of personal aircraft and confine its activities to a warranty that a manufacturer has the resources, experience, and technical ability to build a safe and reliable airplane, will be proposed at the Fifth Annual Aviation Clinic in Springfield, Ill., Nov. 19-22. Other proposals by the rules committee provide for supplemental appropriations to rebuild U. S. air power; enlarge service and civilian flight training programs; more emphasis under Federal Airport Act upon acquisition of inexpensive landing facilities for small communities; formulation of new flight procedures to reduce noise levels.

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## AMERICAN AVIATION

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Nov. 15, 1947

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American Aviation Directory: Published twice a year, spring and fall. Single copy \$5.00. David Shawe, managing editor.

American Aviation Air Traffic Guide: Monthly publication of airline schedules, rates and regulations. Subscriptions: U. S. and Latin America \$7.50 one year; Canada \$8.00. All other countries \$9.00. Published from editorial offices at 139 North Clark St., Chicago 2, Ill. State 2154. H. D. Whitney, managing editor.

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## Martin 2-O-2's Unparalleled C. G. Range Eliminates Loading Problems

### NEW, IMPORTANT FEATURES OF THE MARTIN 2-O-2

1. 280 m.p.h. cruising speed with 36 to 40 passengers . . . cuts schedule time . . . makes possible unusually low break-even point.
2. Flexible Mareng fuel cells . . . will not rupture under severe vibration or distortion . . . reduce fuel cell maintenance.
3. Extreme center of gravity range . . . permits unrestricted loading impossible in other transport aircraft.
4. Shortest landing, take-off distance requirements of any postwar airliner . . . able to serve small airports.
5. Aerodynamically superior Martin wing, flaps and aileron . . . with 20% less profile drag, allow high cruising, low landing speeds, quicker take-offs.
6. Thermal anti-icing system . . . offers increased safety margin, permits higher rates of climb.
7. Built-in, hydraulically operated ramp . . . speeds loading and unloading of passengers.
8. High-speed, underwing pressure fueling . . . conveniently located maintenance hatches . . . reduce maintenance costs and servicing time.

Greater than that of any other airliner, the Martin 2-O-2's wide center of gravity range all but eliminates problems of weight and balance. Passengers may sit wherever they wish, without regard to weight distribution. No supports are needed under empennage while loading. Costly ground time—formerly needed to check weights, balances and make necessary load shifts—is cut to the bone. Aerial stability is increased, and pilot's work in maintaining trim is greatly reduced. Thus Martin 2-O-2's handle more easily, operate more efficiently, while safety factors are increased. What's more, this wide c. g. range is no estimate or promise—it has been certified by the CAA after the toughest tests ever given any airliner.

Freedom of loading is just one of the features which save time and money for airlines equipping with the Martin 2-O-2.

The Glenn L. Martin Company, Baltimore 3, Md.

# Martin

## AIRCRAFT

Builders of 'Dependable'



Aircraft Since 1909

# FORTNIGHTLY REVIEW

(Continued from page 4)

## AOPA Opposes New Flying Restrictions

J. B. Hartman, Jr., general manager, Aircraft Owners and Pilots Association, last fortnight argued before CAB against new safety measures proposed to (1) institute a restrictive 1,000 ft. ceiling and three-mile visibility minimum regulation in airport control zones; (2) reinstate the right-side airway separation regulation; (3) reinstate the regulation for crossing airways at an angle of not less than 45 degrees, and (4) institute a more restrictive hours-of-darkness regulation. He urged freezing of Part 60 in its final negotiated form, and contended the above regulations were unwise, unenforceable, and uneconomic.

## Cornish Heads NASAO

Clarence Cornish, director, Indiana Aeronautics Commission, was elected president of the National Association of State Aviation Officials at their annual meeting late last month in Ft. Worth, Tex. He succeeds Les Schroeder, of Minnesota. Vice presidents for the coming year are C. E. A. Brown, Ohio; William Lazarus, Florida; Frank Wiley, Montana. Edward Knaop, of Vermont, was named secretary-treasurer. Regional directors elected were Crocker Snow, Massachusetts, first region; C. A. Moore, Mississippi, second; Robert Dewey, Illinois, third; Eldon Stout, Oklahoma, fourth; James D. Ramsey, Nebraska, fifth; Joseph Bergin, Utah, sixth; Chet Moulton, Idaho, seventh.

## 25 Firms Make 51 Aircraft

Fifty-one different models of aircraft—including four helicopters—are being offered on the civil market by 25 U. S. manufacturers, Aircraft Industries Association reported last week. A year ago 29 companies were offering 47 models. The 1947 AIA directory of U. S. civil aircraft performance specifications shows nine companies offering 18 different multi-engined models, including two cargo designs; 18 companies are producing 29 single-engined models, including 10 four and five-place designs. Limited number of copies of "Performance Specifications 1947 Production Models U. S. Civil Aircraft" are available from AIA, 610 Shoreham Bldg., Washington, D. C.

## Notes in the News:

**Republic Aviation Corp.** has been awarded a \$15,500,000 Air Force contract for additional P-84 Thunderjet fighters. Number of planes was not disclosed, but company's backlog, including new order, is now more than 550. The P-84 recently completed firing tests and is now qualified for operational service with the AF. . . . **Exports of personal aircraft** during September totaled 137 valued at \$695,565 and represented 13.4% of total production. . . . Annual convention of the **National Aviation Trades Association** will be held Nov. 18 at Leland Hotel, Springfield, Ill., concurrently with National Aviation Clinic. . . . The **seventh Gulf Air Tour**, scheduled for next January, has been cancelled because of the unparalleled peacetime demand for all petroleum products. Through its cancellation, hundreds of thousands of gallons of gasoline and oil can be made available for more essential purposes, Gulf stated. . . . The **Institute of the Aeronautical Sciences** will hold its 16th annual meeting at Hotel Astor in New York, Jan. 26-29, giving special emphasis to air transport problems. Entire day of Jan. 27 is set aside for the subject, taking the place of the annual air transport meeting usually held in October.

6

## International

### Work Continues on British Transports

Work on Britain's three large postwar transports will not be stopped, according to the Minister of Supply. Following announcement in London that practically all airfield construction would be halted in the drive to divert labor and material into the export trade, there were widespread rumors that the three transports would be abandoned or indefinitely delayed. The three are the 126-ton Brabazon I landplane, the equally large Saunders-Roe flying boat, and the deHavilland landplane. However, the Minister of Supply said that work will continue.

### Australia Builds Three-Engined Plane

Prototype of a new three-engined passenger plane designed and built by deHavilland in Australia is nearing completion. The plane, to be known as the DH Drover, has normal seating capacity for six, with toilet facilities and luggage space. It will be powered by 140 hp Gypsy Major 10's, driving variable pitch propellers. Range in still air will be above 500 miles. Flight tests are not planned for some months.

### 20 New Canadair-Fours for TCA

Canadair, Ltd., of Montreal plans to complete delivery of 20 new Canadair-Four transports to Trans-Canada Air Lines by next February. Total cost is about \$13,500,000.

### Swissair Gets Foreign Carrier Permit

CAB has issued a foreign air carrier permit to Swissair, Swiss Air Transport Co., Ltd., authorizing service between coterminal points Geneva and Zurich, Switzerland, intermediate points Shannon, Santa Maria, and Gander, and terminal New York City. Swissair is the only Swiss international air carrier.

### U.K. and Colombia Sign Agreement

A civil aviation agreement has been signed between the United Kingdom and Colombia, providing for reciprocal grant of facilities in the respective territories for operation of scheduled air services. It covers the designated airlines of the U. K. and Colombia between Europe and South America, based on so-called Bermuda agreement.

### UN Votes Admission of Austria to ICAO

The United Nations General Assembly has approved a proposal to admit Austria to the International Civil Aviation Organization. Approval was given over protests of Soviet Russia that Austria's membership would be premature. Previously, Italy's application had been approved without a dissenting vote.

### British South American Takes Over BWIA

An agreement has been concluded for purchase of British West Indian Airways by British South American Airways Corp. All routes of BWIA will be operated by a new Trinidad company, British International Airlines, a BSAA subsidiary, pending formation of a new company.

AMERICAN AVIATION



*New Stinson Flying Station Wagon*

*It's here! Stepped up in range, speed, payload!*

## The great new Stinson for '48

New? Yes! But more important, the new 1948 Stinsons—of *proved* design—are America's most useful, most practical, personal planes.

For a Stinson carries four people comfortably and economically—is equally useful for family or business travel. Its roomy interiors—newly styled by the famous designer Henry Dreyfuss—provide plenty of luggage space.

Long time fliers prefer Stinson dependability and safety. Beginners are delighted with Stinson flying ease and simplified control. You can learn to fly solo in ten hours or less.

Visit your Stinson dealer for a look at the Stinson Voyager or Flying Station Wagon. See for yourself why Stinson leads in popularity in the 4-place field.

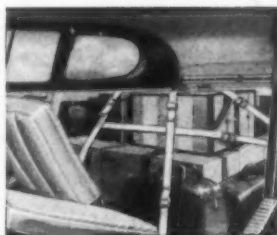
*For literature write Stinson Division, Dept. H, Consolidated Vultee Aircraft Corp., Wayne, Michigan.*

*For 22 years, builder of America's most useful personal planes*

# Stinson



**Finer "Fly-anywhere" performance**  
Quick take-offs. Slow landings. Cruises at 130 m.p.h., at 5,000 ft. Range, 554 miles.



**New, higher pay-load capacity**  
640 cargo and baggage lbs. plus pilot—or four people with 100 cargo-lbs.



**New, greater all-purpose utility**  
28% greater range, 14% more useful load. Can be equipped with floats or skis.



**New ease of control**  
The spin-resistant Stinson is so easy to fly that beginners solo in ten hours or less.

*Stinson has new flight instruction plan for business and professional men interested in saving time and money—Write W. H. Klenke, Jr., General Sales Manager, Stinson, Wayne, Michigan.*



# Editorial

(Continued from page 1)

tolerant of delays. By and large the average passenger has saved time by air travel with all of the bad-weather delays. But airline people know, too, that full public acceptance of air transportation 365 days out of the year awaits the time when the passenger can have assurance that he will be reasonably on time in reaching his destination.

Here is the real problem in air transport, and all other problems are side-issues. The achievement of all-weather flying is and should be the primary goal of every agency working for civil aviation and it is a goal that cannot be reached this winter, or even next.

The founder and president of Douglas Aircraft Company, Donald W. Douglas, whose testimony before the President's Air Policy Commission was one of the highlights of the important hearings in Washington, proved again to be a statesman of industry when Chairman Thomas Finletter posed the following question:

"But in the event it is necessary to make a choice between government assistance for the development of necessary ground installations and government support for the improvement of types of commercial aircraft, would you place the latter first?"

Mr. Douglas replied significantly: "No, I would place the technical aids for flying safety and all-weather flying first."

The fact of the matter is that the major progress in the art and science of flying has been in the air and that all too little attention has been paid to traffic control and ground handling. As Dr. Albert Plesman, the astute president of KLM Royal Dutch Airlines, has said, the remaining and pressing problems of aviation today rest with the first three minutes and the last three minutes of a scheduled flight.

It is disheartening to find many supposedly well-informed aviation people who ignore so completely the fundamental problem of traffic control in all kinds of weather. One aviation magazine has suggested that harrassed airline operations executives look over the Air Force All-Weather Flying Center which has operated 678 daily flights in 14 months between Wilmington, O., and Washington, D. C., the magazine's implication being that the airlines have been negligent in adopting Army procedures.

Giving full marks to the Air Force for its all-weather experiments, the problem today is not to operate 678 consecutive daily flights in all kinds of weather over a period of 14 months. The problem is to operate 678 flights in *one day* in and out of a major terminal with all those flights arriving and departing on time. Jimmy Doolittle proved for the Army several decades ago that blind flying is feasible. The Air Force's single daily flight is praiseworthy, certainly, but everything the Air Force is doing has been possible for many years. The Air Force, however, has not itself learned how to conduct large scale military operations in all weather

conditions. The last war was won with fair weather flying—the next one may not wait for good weather.

Air transport no longer consists of a few daily flights from here to there. It requires mass traffic control. There can't be volume commercial flying until this problem is licked.

In another aviation magazine we find several sharply critical editorials (unsigned) laboring the airlines for their attitude on air freight. While the scheduled carriers are vulnerable for their slowness to recognize the potentially great field of air cargo—and we would be the last to defend their lethargy in this regard—we sense in the criticism by this anonymous author a lack of understanding of the basic problems of dependability.

It's easy to sit on the sidelines and expert somebody else's business. There have even been from time to time some armchair experts within the airlines who never touched realistic operating problems or carried the financial responsibilities of developing a new industry. This type of kibitzer, thusly, can labor the airlines for wanting a breathing spell in which to solve their current problems, and criticize the airlines for failure to move ahead more rapidly in the cargo field.

What this anonymous writer, and many others, fail to take into consideration is that shippers, commercial mail users and passengers, insist on dependability all the year round. Of what benefit is it to build up a tremendous and costly fleet of airplanes for mail, cargo and passengers, if there are complete shut-downs of terminals at various times during the year? There can be no real talk of all-first-class-mail-by-air until the airplane can deliver the mail to its scheduled destinations 365 days out of the year. Cargo development, likewise, must not be pushed out of perspective until the risk of major delay is eliminated.

We are advised in *U. S. Air Services*, for example, that "a nation is expectin'" and that cargo shippers and the public are impatient because scheduled airlines haven't moved fast enough. The unsigned editorial even refers ominously to "a tough veterans' lobby" in the next Congress which may "make" the airlines "pay dearly" for their attitude on air freight. Well, the shippers and the public are going to be *more* impatient if aircraft fleets and services endeavor to run far apace of ground and traffic control facilities. Four hundred cargo planes sitting on the ground in Ohio waiting for two days to get an okay to land at New York is not going to make air transport impressive to consignees.

First things must come first. Solve the operating traffic problems so that 400 and 800 commercial airplanes can land in the New York area in the winter's worst weather, and many of the other issues now being developed beyond their due importance by inspired behind-the-scenes campaigns, will take care of themselves.

WAYNE W. PARRISH  
AMERICAN AVIATION



## It takes a 2375-gallon drink upstairs without spilling a drop

**S**UPPLYING THE COLOSSAL THIRST of a new giant airplane called for a special system of fuel cells . . . one of them the largest ever built—2375 gallons!

The trick was to build a cell that big which would be leak-proof and self-sealing, would withstand shock and the strain of sloshing fuel, and would have minimum weight.

War-proved B. F. Goodrich fuel cell material, together with special bracing designed by B. F. Goodrich engineers, turned out to be the ideal answer. The 300 square foot cell was actually lighter than the plane manufacturer called for. And in AN tests

a sample cell proved highly successful in withstanding the effects of pressure, load, negative pressure, sloshing, vibration and puncture.

The remarkable performance of this B. F. Goodrich self-sealing fuel cell results from its sandwich construction. An inner layer of rubber keeps the aromatic fumes, vital to the potency of aviation fuel, securely imprisoned. Two layers of sealant rubber swell on contact with the gasoline, prevent leakage in case of puncture. And rayon cord plies provide toughness and abrasion resistance.

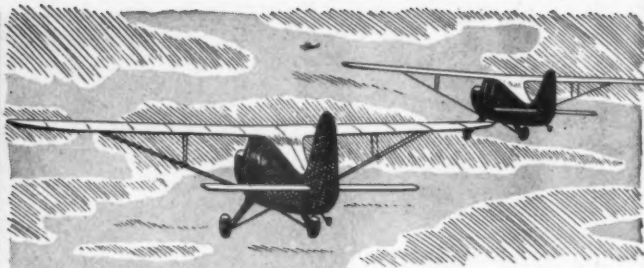
This cell carries 2375 gallons of fuel aloft, through rapid altitude

changes and fast maneuvers, without losing a drop. Other self-sealing fuel cells and bladder-type cells are produced by B. F. Goodrich to fit all types of planes. These fuel cells are a good example of how B. F. Goodrich keeps pace with the needs of the aviation industry. B. F. Goodrich is constantly working to make planes ever better, cheaper and safer. *The B. F. Goodrich Company, Aeronautical Division, Akron, Ohio.*

**B.F. Goodrich**  
FIRST IN RUBBER

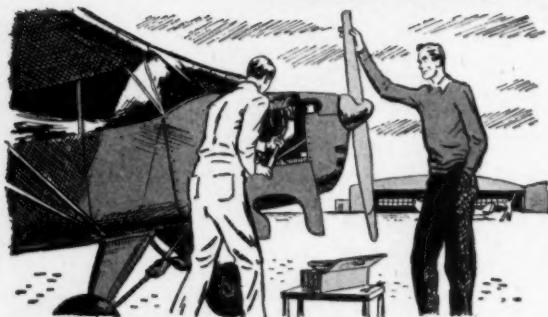
Standard of California's

# PLANE FAX



A page of service tips for private flyers and fixed-base operators

## Fixed-Base operators must watch costs



Accurate accounting, financial integrity and low maintenance costs are three essentials of sound fixed-base operations. That's why many operators depend on RPM Aviation Oil to increase time between engine overhauls. For example the detergent in "RPM" cuts down engine upkeep costs by keeping pistons, ring grooves and crankcases cleaner and rings free.

## Use only specified lubricants for each plane part

To prevent failure of vital parts, you need lubricants specially designed for flying conditions. That's why you're safe with "RPM" flight-tailored lubricants. Every one—from fine instrument oil to rugged wheel bearing lubricant—designed for aviation. And to make sure the right lubricant gets on the right spot, all Standard Airport Dealers follow Standard of California factory-approved charts covering every lubrication point on your plane.



## Free flight notes and expense record booklet



### Chevron National Credit Cards Available

For private flyers, good at airports throughout the United States, Canada and Alaska. If you reside in the West, write Standard of California, 225 Bush Street, Room 1618, San Francisco 20, California or ask the Standard Airport Dealer at your field for an application blank.

An easy way for you to keep accurate flying time and operating data for your permanent logs is to use the pocket-fitting record book which your Standard Airport Dealer has for you free of charge. This handy booklet provides space for expense records where you can watch the low fuel cost figures you get with Chevron Aviation Gasoline. For "Chevron" gives you extra power, extra thrust, extra range.



Famous Standard of California Products



# Background and Trends

(Significant Developments and Forecasts Based on the Fortnight's Top News)

**Leasing Company:** There's talk around Washington about possibility of forming a company, with 20% private capital and 80% RFC money, which would purchase transport planes from manufacturers and lease them to airlines, thus making unnecessary large cash outlays for new equipment. RFC officials, admitting that the idea has been discussed informally, have asked some airline executives for their opinion. An executive of one carrier is known to have favored the idea.

**Booming Business:** Freight volume has increased to such proportions since the new 12 per ton mile tariffs went into effect that even the non-certificated carriers are offering considerable business to scheduled airlines to off-line points not served by the former. In some cases the scheduled carriers have been embarrassed in not being able to handle the business.

**Cargo Status:** The Congressional Air Policy Board may come up with recommendations for special legislation dealing with air cargo. One of the Board's consultants has been assigned to draft legislation which would give air cargo a new status under the Civil Aeronautics Board set-up.

**Paper Mill:** Some state aviation officials insist there is so much paper-work required to get airport projects through CAA that for any project under \$20,000 it was cheaper and more practical for communities to proceed without Federal aid.

**Five-Year Plan:** Look for both the President's Air Policy Commission and the Congressional Air Policy Board to recommend a five-year aircraft procurement program. Members of both groups are said to be convinced that such a period is necessary to maintain the manufacturing industry as an important element of national defense.

**Up 100%:** Air Transport Association estimates operating expenses of the airlines for 1947 at about \$550,000,000, or more than 100% higher than 1945 figure of \$241,622,488. Continuing sharp rise in costs is shown by an almost 8% increase in domestic and international airline operating costs from \$128,460,000 for first quarter 1947 to \$138,527,000 for second quarter.

**Rees Investigation:** Rep. Edward Rees (R., Kans.), who has formed a subcommittee to study air mail costs, alleged subsidies and postage rates, will probably find lots of people ready to argue over whether the Post Office pays out more on air mail than it takes in. Rees says the PO loss on air mail in fiscal 1947 was over \$14,000,000. But he has included all arbitrary allocations of PO expenses made by the PO's cost ascertainment system—a system with which airlines have found fault for years. As one industry official puts it: "If Congress wants to investigate something, why doesn't it investigate cost ascertainment?"

**Backstage:** Some airline officials have detected the hand of Sen. Clyde M. Reed (R., Kans.) behind the Rees investigation. Reed fought the 5c air mail bill in the Senate and was active on the House side earlier this year when efforts were made to increase the rate to 6c.

**Looking Around:** Gulf Airways, New Orleans feeder-line applicant, in its search for a suitable local service plane, is looking favorably on possible use of the 8-11 place de Havilland Dove which allegedly will fly for 25c an airplane mile direct operating cost.

**Unanimity Lacking:** Divergence of views among present CAB members was underscored during Board's presentation to President's Air Policy Commission. Indicative of the split was confusion over CAB's rule making powers on safety matters. James M. Landis felt that rule making should be tied up more closely with views and recommendations of the accident investigators who explore accident causes. Obviously this change in emphasis could easily be made within CAB's present authority. Harlee Branch indicated that administration, rule making, and operations could all be done by CAA. Josh Lee definitely opposed placing all three functions in one agency.

**Cutting Runways:** Russia reportedly is using arrester gear, similar to that on aircraft carriers, at airports to solve problem of continually lengthening runways. Problem of shock is said to have been largely solved. Some U. S. airport officials are urging research on this equipment.

**Standardization:** Cost of new equipment could be reduced materially if the airlines would agree on some production details. Despite pleas for standardization to reduce production costs, Douglas reports there is more variance in airline requests now than before the war.

**Satisfied:** Poll of 300 travelers indicates high passenger satisfaction with sleeperette chair-lounges recently installed by Pan Am's Pacific-Alaska Division.

**Temperature Rule:** The much-discussed temperature accountability amendments to Parts 41 and 61 of Civil Air Regulations have been in effect since Oct. 15, but airline operations departments say it's too early to determine what specific effects will be. As matter of fact, for most domestic carriers, the new take-off limitations will not be felt until heavy traffic time next summer. Practical effect is that some payload will have to be sacrificed for each temperature degree above 59. The new formula is expected to affect fall and winter operations of Chicago and Southern at Havana, American's flights from Mexico City, Eastern at Miami and Puerto Rico, and National at its southern termini.

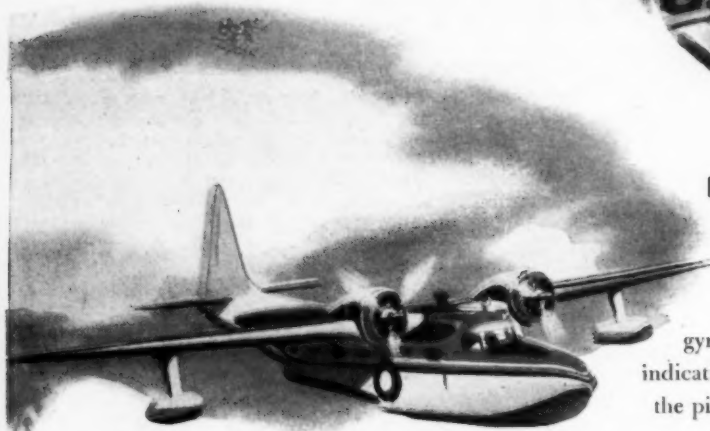
**Overhaul Question:** Air Transport Command officials differ in views as to whether they should continue to "farm out" C-54 major overhauls but reportedly are impressed with performance record of Aviation Maintenance Corp., Lockheed Aircraft Service and others who have done such overhauls on contract at substantially less cost per man-hour and in thousands of fewer man-hours than the Army could do the job itself.

**Chicago Formula:** The so-called Chicago Formula for the proration of operating expenses of joint industry ventures may be revised on a basis more favorable to low operators. A tentative new formula has been worked out by the Airline Finance and Accounting Conference and will be tested at Willow Run and Cincinnati.

**Concerned:** After meager awards in the recent Great Lake feeder decision, applicants in three remaining regional cases are considerably concerned over what may be expected when their cases are decided. The remaining applicants have invested thousands of dollars in prosecuting their case before CAB and in developing their organizations to prove fitness and ability. With growing CAB skepticism toward the feeder program, remaining applicants are worried about getting a pro rata share in the country-wide experiment.

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## Action Needed on All-Weather Flying

### Unreliable Operation Caused by Weather Is Greatest Deterrent to Sound Air Transportation System

The need for a sound aviation industry, both manufacturing and operating, has been brought into sharp focus in Washington during recent weeks. As the international political situation deteriorates so, unfortunately, does the economic welfare of our aircraft manufacturing and operating companies. Politicians and laymen alike are becoming alarmed at these parallel curves, and feel that drastic measures must be taken to reverse this trend in aviation, since this is purely a national problem and the only one over which this country can possibly exercise immediate control.

In case of a national emergency, the military certainly must have access to (a) adequate production facilities, (b) a source of trained airmen, and (c) airplane operational know-how. Since the term "adequate" is an indeterminate quantity, it is always open to debate. Whatever minimum level of aviation activity is decided upon, however, the dollar cost to the taxpayer is going to be high.

There are two general methods by which the military needs can be met: (a) large direct appropriation to the military to enable it to procure aircraft of all categories and train personnel in sufficient quantities to meet any emergency; (b) direct appropriations to the military for procurement of combat aircraft and personnel training, and an indirect subsidy to eliminate the air navigation and traffic control bottleneck now strangling the further growth of civil aviation in order to allow it to develop as an adjunct to the military.

#### Tremendous Potential

A tremendous pool of civil aircraft and operating personnel is potentially within reach of this nation. These aircraft could follow the traditionally American theory of paying their own way in peacetime and could become a part of the non-combat war machine overnight when required. What stands in the way?

Unreliability because of weather is by all odds the greatest deterrent to wider public use of airplanes for travel and shipping. When this factor is removed, the public demand for air services will require and underwrite the use of sufficient air-

craft to provide the manufacturers with many orders and to provide the military with many of its transport aircraft in case of war.

Many plans designed to correct aviation's troubles are proposed by well-meaning individuals. Too few of these plans have been thought through by their sponsors to a realistic conclusion.

For instance, there is much talk of flying all first class mail and of developing a large, cheap air cargo business. The proponents claim that under these proposals many more airplanes would be needed, and a lusty aircraft manufacturing industry could be maintained, catering to the needs of these services, the airlines and the military. But under present conditions, is this true?

Presupposing there exists a large quantity of all-weather aircraft, there then becomes an immediate requirement for adequate ground facilities and an adequate air navigation and traffic control system. Many people are now beginning to realize the difficulties of providing ground facilities, especially in the larger

centers. But only a few people are aware of the size of the task of equipping the United States with an all-weather traffic control system, and making it work.

In good weather and with proper ground facilities, our system of airways could accommodate several times the number of aircraft we operate today. In bad weather, this same system of airways cannot accommodate the aircraft we now are trying to operate.

Let us take a look at what might happen to the first class mail if we attempt to fly it before our air traffic control system is ready to handle the additional airplanes. In good weather, a letter mailed in New York in the morning arrives in Chicago in a few hours and could be delivered the same day. In bad weather, the letter might require three days to make the same trip. The quality which has endeared the Post Office Department to the public is its reliability. The public would be deprived of this floor of reliability if all long-distance mail were to be flown before our airways are ready for the task, and a disappointed public perhaps would turn again to a more certain, if slower, service. The aircraft manufacturers would once again be without an expanded market for their products.

#### Traffic Conflict

Also, in bad weather when all aircraft could not be handled, there would be an inevitable conflict between passengers and mail for the right to land at a crowded destination. Air transportation must not make the mistake of attempting to perform this additional work until it is at least partially prepared.

The development and installation of an adequate air navigation and traffic control system in the United States might cost 300 million dollars. This is a lot of anyone's money including Uncle Sam's. But what is the alternative if we don't spend it for this purpose?

This sum of money, appropriated directly to the military, would purchase perhaps 500 aircraft of various transport sizes. One or two manufacturers could be occupied for a year in producing them. Then another similar appropriation would have to be made for the following and each subsequent year. Eventually the taxpayer will rebel. Our



**Transport 'Copter**—The first transport helicopter, the Pieshecki HRP-1, joined the Navy on Oct. 31 and demonstrated its ability to effect mass evacuation and rescue by hovering 40 ft. in midair over a predetermined spot while five men simultaneously climbed the ladder suspended from its cargo door. In an emergency, 9-10 persons could be handled at one time.



best military minds tell us that something like 5,000 airplanes must be produced each year to assure a healthy manufacturing industry. But even if the 5,000 aircraft are produced, most of them must remain on the ground during bad weather because of an insufficient navigation and traffic control system.

On the other hand, if an adequate navigation and traffic control system is installed along with sufficient ground facilities, what are the results? The planners in the air transport field today believe that the U. S. public can and will support 5,000 airplanes engaged in hauling passengers, mail and cargo, provided reliable service can be rendered. If this is true, the replacement requirements alone for this service would provide manufacturers with orders of from 500 to 1,000 aircraft annually.

The cost of these same airplanes through direct appropriations for military procurement might run the American taxpayers' bill as high as 500 million dollars annually, and the public would receive little direct benefits from the airplanes except in case of war.

#### Early Action Needed

If we assume that this country is not going to allow the aircraft industry to flounder and die during this period of international uncertainty, then economics dictate that we develop and equip our airways with an all-weather air navigation and traffic control system at the earliest possible moment. Neither our military nor our civil aviation is all-weather in any sense of the word and can never be until such a step is taken.

Let us examine some of the reasons why we don't embark immediately on a program so desirable.

A wealth of ideas resulted from war-stimulated research and development. At the close of the war there was no agreement on the techniques and equipments which could best accomplish the navigation and traffic control functions because there was little agreement among operations people as to how aircraft should be flown under a control system. The military provided funds for continued development of several competing systems in order that an intelligent analysis could determine the best one for adoption.

In the meantime, the CAA had developed some equipment of its own and had obtained funds for installation on a wide scale. During 1946 and 1947, many classic and stupid arguments developed regarding systems. Notable among these was the argument over the relative merits of GCA and ILS. Pride of authorship played no small part, and eventually many battle lines were drawn and the fray was open to all comers. Congress jumped into the middle of

the fight as a result of the accidents in the spring of 1947, and learned that total confusion existed within aviation circles regarding navigation and traffic control.

Practically all appropriations requests for new facilities were then denied by Congress, and now aviation is limping along on antiquated aids which were never designed to carry the traffic we are now imposing upon them. Even aids on which there is unanimous agreement, such as approach lights, were stricken from the CAA budget.

Many conferences have been held in an attempt to resolve some of the differences of opinion. Short tempers have grown shorter and a lot of chips are carried on a lot of shoulders.

A suggestion made by Congressman Hinshaw to the effect that the civil and the military interests must compromise upon some system before any appropriation can be expected has gone far toward speeding actual agreement. But still the private pilot and the military fighter would like to be able to go anywhere at any time without carrying any extra equipment. The airlines would like to do the same, but are willing to carry the requisite equipment. The CAA wants to see its omni-range vindicated by adoption and use, and other systems' manufacturers argue for the superior accuracy of their devices. On and on ad infinitum.

There are perhaps two or three systems which could be made to perform the navigation and traffic control function. It would be better to have the third best one of these than to prolong our arguments to the point where nothing is obtained. If a plan could be agreed upon, aviation could then build a reasonable case upon which to ask for appropriations.

There appear to be only two methods of obtaining agreement upon an overall navigation and traffic control plan. (1) The military, which can obtain development funds in the interest of national defense, must make up its mind to back one reasonable plan instead of the entire field, and then Congress must require the civil agencies to go along with this plan through the negative pressure of restricted appropriations. (2) A council with sufficient authority to cut across lines of administration must be created by appropriate legislation to make a decision in the interests of aviation, and all administrative agencies required to abide thereby.

Whichever of these methods is adopted in breaking the bottleneck of traffic control, many compromises will still be necessary. Tolerance and understanding of the viewpoint of the other man is necessary because no system can provide the service which each class of aircraft operator would like to have from it.

But we must find a way of solving this gravest of all problems which

has stopped quantitative aviation in its tracks. When the political underbrush has been cleared away, the technical people will come up with the right answer.

## TWA, United Join In 10% Fare Boost

United Air Lines and TWA have given impetus to the domestic airline move toward a second round of general passenger fare increases this year by filing tariffs with CAB calling for a 10% fare boost effective Dec. 12. Northwest Airlines took the lead in boosting its domestic one-way fares 10% on Oct. 24, simultaneously allowing 10% reduction on round-trip tickets.

Rising costs, plus the need for maintaining a sound air transportation, were cited as major reasons for the increase from an average of 5.1c a mile to 5.6c. W. A. Patterson, UAL president, pointed out that the 10% raise will still leave fares 5% lower than in 1941.

"Since the last pre-war year, the construction price of planes has soared 61%, while wages and salaries have gone up 61.8%," Patterson said. "All other costs have increased in about the same proportion. In 1941 United did \$19,363,119 worth of business to earn \$598,050. Last year the company did \$64,948,159 worth of business to earn \$1,086,961. The first six months of this year we did \$30,179,300 worth of business and lost \$3,200,200."

Increases by three transcontinental carriers leave the industry definitely divided on fares, at least for the moment. A spokesman for American Airlines said emphatically that his company has no intention of raising fares at the present time.

An industry-wide fare increase of 10% went into effect on April 1.

## CAA Sets Limits For Runway Lengths

Despite widespread opposition from airlines and manufacturers to standardization of airport runway specifications, the Civil Aeronautics Administration on Nov. 4 established six categories of maximum runway lengths to be followed in the Federal airport program.

Maximum runway lengths were set up for various types of transport operations as follows: (1) for feeder-line stops 3,500 feet; (2) local stops on domestic airlines 4,200 feet; (3) express stops 5,000 feet; (4) deluxe stops 5,900 feet; (5) international airports of entry 7,000; and (6) international express stops 8,400 feet.

These lengths are for sea level and for average temperatures of 59 degrees. Length in each case will be

increased to allow for altitude and temperature.

T. P. Wright, Civil Aeronautics Administrator, told the annual convention of the National Association of State Aviation Officials at Fort Worth last month that no Federal aid would be granted to build runways beyond these lengths under the national airport program. For example, a city which is a domestic express stop could receive aid for a 5,000-foot runway, but if it desired to increase this to 6,000 feet, it would have to construct the additional 1,000 feet at its own expense.

Wright declared emphatically he did not believe the standards would hamper aviation or the aircraft manufacturers, and expressed belief that they would be of great help to airport planners.

Industry opposition to standardization was based on fact that "any arbitrary limitation of airport lengths and strengths within this country will seriously restrict the logical development of the airplane and of the airline system." (AMERICAN AVIATION, Sept. 15, 1947, p. 27)

## Patterson Calls Behncke Charges Unwarranted

W. A. Patterson, president of United Air Lines, characterized as "unjust and unwarranted" statements of David L. Behncke, president of the Air Line Pilots Association, who in a press release Nov. 3 concerning the recent UAL accident at Bryce Canyon, Utah, charged that the airlines were placing the dollar sign ahead of human lives.

"The statement issued today by the Air Line Pilots Association is unjust and unwarranted, particularly when our investigation of the Bryce Canyon accident still is under way," Patterson said. "Representatives of our pilots are working with our own officials and with Federal authorities to determine the cause of that tragedy," he added.

Then obviously slanting his remarks at Behncke's leadership, Patterson said: "Pilots are professional men and they represent the highest type of American character. Such utterances as those made by ALPA are not representative of their character or practices. I am sure they would not be a party to a statement of this kind, with its many false inferences, if they had any choice in the matter."

Behncke had stated in his release that "the airlines, the airline industry, and aircraft manufacturers are laying too much stress on speed, payload, and dollar productivity."

Behncke made 10 recommendations regarding fire in aircraft. He also recommended the re-creation of an Independent Air Safety Board and creation of an independent Bureau of Air Standards.

November 15, 1947

## Half of Airline Dollar Goes to Payroll

Payroll is the major operating expense of the scheduled airlines, with the domestic carriers at mid-year expending 49½¢ out of every dollar for wages and salaries, while pay envelopes of domestic and international operators combined accounted for 46¢.

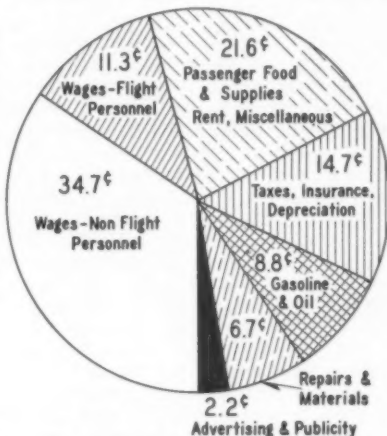
The Air Transport Association reported that in a period of steeply rising costs, the share of the operating

expense dollar going to passengers' meals and supplies and to rents (including hangar, office and reservation space) showed the greatest upward shift from 1945. Increases were also felt in the proportion of expense for taxes, insurance, depreciation, and fuel. Costs for advertising and publicity, repairs to aircraft and engines, and for materials dropped slightly.

The operating dollar was spent by all airlines as follows: payroll, flying personnel, 11.3¢; payroll, all other workers, 34.7¢; rent, food for passengers, passenger supplies, and miscellaneous, 21.6¢; taxes, insurance, depreciation, 14.7¢; gasoline and oil, 8.8¢; repairs and materials, 6.7¢; advertising and publicity, 2.2¢.

Proportions were fairly parallel between domestic and international companies, with latter showing a lower figure for non-flying wages and higher figure for rent and passenger service.

The comparative figures are:



OPERATING EXPENSE DOLLAR  
July 1, 1947

Note: Above diagram includes domestic and international scheduled airlines.

	Dom.		
	Intl.	Dom.	1945
Wages, flying .....	11.3c	11.2c	12.5c
Wages, all other .....	27.6	38.2	37.5
Rent, passenger service, (incl. food), miscellaneous .....	29.4	17.9	18.1
Taxes, insurance, depreciation .....	14.2	15.0	13.3
Fuel .....	8.6	8.9	8.5
Repairs, materials .....	6.7	6.6	6.9
Advertising, publicity ...	2.2	2.2	3.2

## Insulation, Flares Removed from DC-6

The Civil Aeronautics Administration last week ordered all operators of DC-6 aircraft to remove the fiber glass insulation in compartments beneath the passenger section of the plane, an order issued, CAA said, upon recommendation of Douglas Aircraft Co. The order was effective at 7 p. m. EST, Nov. 7. A few flights were delayed and some cancelled to permit removal of the insulation, about a three-hour job.

John N. Chamberlain, acting director of the CAB Safety Bureau, said it was not known whether seeping hydraulic fluid saturated the insulation of the DC-6 which crashed at Bryce Canyon, Utah, Oct. 24. He stated, however, that a DC-6 flown to the scene of the crash for inspection in connection with the accident was found to have its fiber glass insulation saturated with inflammable fluid, "presumably" from the hydraulic system. He added efforts are being made to develop a type of insulation which does not have the "wick effect" of fiber glass presently used.

Previous to this CAA action, a special Civil Air Regulation forbid-

ding operation of DC-6 planes with pyrotechnic "landing flare equipment installed" was issued by the Civil Aeronautics Board. Text of the special regulation, promulgated Oct. 31, inferred that the action resulted from preliminary investigation of the Bryce Canyon accident.

Early investigation, according to CAB, indicated that "landing flare equipment located in the wing root section adjacent to the known fire area may have contributed substantially to the intensity of such fire." The special regulation waives all sections of other Civil Air Regulations requiring the DC-6 to carry such equipment and is effective until 1 Feb., 1948.

## Northwest Trims Schedule Time with Martin 2-0-2's

Northwest Airlines is operating new Martin 2-0-2 transports between the Twin Cities and Chicago in an hour and 30-40 minutes, compared with the DC-4 schedule of two hours. The company expects to have the entire fleet of 10 operating later this month. As of late last month, one 2-0-2 was operating a round trip daily between the Twin Cities and Chicago, another between Chicago and Winnepeg.

## Management Junket into Field Becomes Annual Affair with Western

By FRED HUNTER

Terrell C. Drinkwater, president of Western Air Lines, made 40 speeches in 19 on-line cities in 25 days and didn't miss a syllable.

But it wasn't so much what he said before chambers of commerce, luncheon clubs and other civic groups, but what he heard that made a 4,500-mile trip over the major portion of the system by the Western president and his executive staff so successful that the junket will become an annual event.

What Drinkwater did was move Western's management out of its offices in Los Angeles and into the field for the 25-day period. The traveling party consisted of the top executive of each department of the airline. In this way, the information gathered not only could be correlated immediately, but on-the-spot decisions could be made with full management understanding.

"By traveling as a group we were able to obtain a better understanding of the various related problems that confront us," said Drinkwater. "The opportunity to sit down with the people in the cities we serve and talk to them frankly has given us a much better knowledge of their needs and will enable us to more effectively serve the territory. We have a clearer viewpoint now on what we can do for them as a regional carrier and what they can do for us in supporting our service."

### Immediate Results

One immediate result of the field trip was a major readjustment in schedules. It's impossible for an airline to serve every city with the early morning and late afternoon departures travelers prefer, but Western's executives discovered the company's traffic potential was considerably greater than they had calculated if more effective scheduling could be devised.

This was especially brought out by the situation in Idaho Falls and Pocatello, Idaho. Western had decided to close its downtown ticket offices at these two points as an economy measure. But when the executive party arrived in Idaho, talked to business men and other travelers, and studied the situation fully, the decision was reversed.

Neither town is large, but both are growing rapidly, business is increasing fast and the community of interest between them and other points on Western's northern division is mounting higher. The trip into the field disclosed that what was needed

in Idaho Falls and Pocatello was a more intensified traffic sales effort and improved schedules, not reductions. In addition to changing flight times, Western improved its northern division schedules by extending a flight which previously had terminated at Butte on to Great Falls.

Similarly, in establishing its new schedules to the Pacific Northwest, Western had geared its northbound flights to originate in Los Angeles. The field trip revealed that as a result Western was losing out on a substantial amount of early morning business out of San Francisco. Schedules were promptly switched to provide a 7 a. m. flight originating in San Francisco.

Stanley Shatto, vice president of maintenance and engineering, found that employees in the field wanted closer cooperation from the home office. They'll get it now through an order to departmental heads to make more frequent trips to the various offices on the line.

Likewise, it became apparent that employees in the field could use a little more training, especially in indoctrinating them with a knowledge of the airline as a whole and what makes it tick. Accordingly a training program has been started whereby employees from the field will be brought into Los Angeles in small groups for two or three days of familiarization.

Drinkwater and his executives had to take a little good-natured jibing because they traveled by automobile, using a station wagon, two sedans

and a trailer. But one of the objectives was to become more intimately acquainted with the areas served by the airline, and Western had no spare equipment that could have been used.

Drinkwater feels that an immeasurable amount of good-will was engendered with city officials, with business leaders and with travelers generally through the series of luncheons and dinners held in the various towns. This was exemplified by the comment of a postal official after one meeting with a group of Post Office and Railway Express Agency people.

"This is the first time I've ever been invited to talk with airline people when they didn't want something," he said. "It's a pleasure."

The Western executives who made the trip with Drinkwater include: Stanley R. Shatto, vice president-maintenance and engineering; Richard A. Dick, vice president-sales; Marvin Landes, vice president-customer service; Arthur F. Kelly, assistant to the president; D. P. Randa, assistant secretary; Arthur C. Smith, cargo traffic manager; Thomas Murphy, director of governmental affairs; Norm Rose, manager of flight control; Roy Backman, general sales manager, and Kenneth E. Allen, director of advertising and publicity.

## ALPA Council Refuses To Support Capt. Sisto

Published press reports last week stating that the Air Line Pilots Association had decided to support Capt. C. R. Sisto, in his attempts at reinstatement as an American Airlines pilot were found to be entirely erroneous. Capt. Sisto was found by CAB to be responsible for causing a passenger plane to fly upside down over El Paso on Oct. 8 (AMERICAN AVIATION, Nov. 1, 1947, p. 27).

CAA has recommended to CAB that it suspend or revoke Sisto's pilot's license.

American Airlines Burbank Council No. 31 of the Air Line Pilots Association voted four to one against filing a group grievance in support of Capt. Sisto's efforts at reinstatement. The pilot sought to have the council take this grievance action to pave the way for a hearing on his resignation under terms of American Airlines' contract with ALPA. Sisto said the company had obtained his resignation through duress.

The local council found no evidence of any such conduct on the part of the company and the pilots actually decided there was sufficient cause for dismissal, according to Capt. Herb Smith, chairman of the Burbank council. "The pilots are not defending him," Smith said.

David L. Behncke, president of ALPA, told reporters in Chicago that the central organization had taken no action with reference to Sisto's case nor did it contemplate doing so.

AMERICAN AVIATION



**UAL Veteran**—Walter J. Addams (left), director of flight operations for United Air Lines, receives his 20-year service pin from J. A. Herlihy, v.p.-operations. Addams, with approximately 1,500,000 miles of flight, is claimed by UAL to have more flying time than any other airline chief pilot. He was first appointed superintendent of flying in 1931.



# Adams Sees Freight Carriers Dominating Long-Haul Field

The interjection of lower rates by the certificated airlines will probably impede, but it won't stop the expansion of the air freight carriers, according to Alvin P. Adams, chairman of the board of California Eastern Airways, who has taken over active management of the company following the resignation of J. J. O'Brien, as president.

He takes the viewpoint that the freight carriers ultimately will dominate the transcontinental and long-haul field because passenger and freight operations are so unrelated that they cannot be combined efficiently. The new reduced competitive rates introduced by the airlines, he believes, will simply serve to delay the progress of the freight operators.

"In some quarters it is said the airline rate reduction actually will help the air freight carriers," said Adams. "I don't know that I subscribe to that, but it could be."

The measure of Adams' background in air transportation requires consideration for his theories. He has had experience on both sides of the fence. He formerly was president of Western Air Express and for the past year has been a director of California Eastern. In addition, his consulting firm of Alvin P. Adams and Associates has been active since the war in making air transportation surveys covering both the passenger and cargo fields.

"Air freight is a different kind of traffic," said Adams. "It has to be handled differently and separately from passengers or the service will suffer."

"The volume of freight carried by the airlines today is not large," he continued. "Nonetheless we see countless delays in departures at terminals. Why? Mostly they're loading freight. Such delays lead to passenger dissatisfaction and the loss of passenger business."

By the same token, Adams is convinced an exclusive cargo carrier can supply a superior service to cargo shippers because it has no other factors to take into account. As evidence, he points out that California Eastern lost practically none of its regular shippers to American Airlines or United Air Lines following their introduction of lower rates.

"One thing to remember is that a tariff in itself is not the whole economics of a shipment," he related. "For example, if it is worth \$20 to a shipper to ship by air it is still worth

\$20 to him whether the actual rate is \$20 or \$15. Therefore, up to \$20, he'll pay for the best service."

What the air freight carriers need most, Adams said, is an opportunity to develop their business to the point where they will be able to obtain financing for expansion. Pioneering a new field, they have had to operate on short capital. They are just now reaching the point where their financial statements look more promising and the timing of the action by the airlines is unfortunate in this respect, he said.

Adams said that California Eastern is operating in the black on a basis of more than 1,250,000 ton miles monthly and has recently developed new sources of business. The company is adding a fifth four-engined freighter and has set up a new leased wire communication service to all stations.

The traffic department, previously a separate division, has been redesignated as ground operations department with George Pell, former traffic head, in charge and reporting to Allan Barrie, v.p.-operations.

Cal Eastern reported 673,697 ton miles during the first 15 days of October, 15% over the pace set in September, which was the most productive month in company's history with 1,125,000 tons miles flown at average load factor of 63%.

## Airlines Survey N. Y. Passenger Habits

An intensive 8-day survey was started Nov. 8 by 19 airlines and the Port of New York Authority in an attempt to determine the courses followed on the ground by airline passengers arriving at and leaving the New York metropolitan area. The study will provide the first actual figures from which to determine the relative importance of new airports, pick-up terminals, and ticket offices, for ground transportation programs and other types of service.

More than 145,000 questionnaires will be used; all passengers departing from or arriving at airports in the area will be given an opportunity to fill out the simple form aboard plane. The queries, most of which can be answered by check marks, will seek principally to determine from what parts of the metropolitan area air travelers start their trips to the airport, and whether they use airport limousine, taxi, street car, or private automobile. The same data in relation to local destinations will be sought of incoming passengers.

Other questions cover such points as whether the passengers would use a baggage pickup and delivery service if available and whether they would make use at the airport of an open parking lot, garage parking, auto rental, or hotel facilities.

The Port Authority will collect the cards. Participating lines include foreign carriers as well as U. S. domestic and international operators.



**New Hardman Seat**—Hardman Manufacturing Co., Southgate, Calif., has received CAA approval for this new airline-type seat. It features a 70-degree reclining back cushion, lightweight cushioned leg rest, a center arm rest which can be folded down between the two seats, and arm rest locks for a new type table. Ear-type or pillow-type headrests are optional, and cushions are available with either springs or foam rubber. Zippers and snap fasteners permit quick removal of upholstery for cleaning.

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### Slick Airways Negotiating For New Cargo Planes

Slick Airways is negotiating with manufacturers for early acquisition of either Douglas DC-6's, Lockheed Constellations, or Boeing Strato-freighters, pending development of a specially designed freight plane, Earl Slick, president, disclosed recently. He said Slick engineers have been working with Curtiss-Wright Corp. on the CW-32, which is in the mock-up stage only, and with other manufacturers interested in a cargo aircraft.

### Aviation Calendar

Nov. 15—Western Aviation Planning Conference, Wilton Hotel, Long Beach, Calif.

Nov. 18-19 — USAF-Navy-Industry Conference on propeller procurement specs and drawings, Wright Field.

Nov. 19-22—Fifth Annual National Aviation Clinic, Springfield, Ill., State Capitol.

Nov. 20—Personal Aircraft Council, AIA, Springfield, Ill.

Nov. 20-23—American Society of Travel Agents convention, French Lick Springs, Ind.

Dec. 1-3—SAE Air Transport Meeting, Hotel Continental, Kansas City, Mo.

Dec. 1-3—Aviation Distributors and Manufacturers Association annual meeting, Hotel Adolphus, Dallas, Tex.

Dec. 1-5—American Society of Mechanical Engineers and American Rocket Society, Chalfonte-Haddon Hall, Atlantic City, N. J.

Dec. 2—ATA Air Traffic Conference of America, Washington.

Dec. 3—ATA board of directors meeting, Washington.

Dec. 3-4—Aircraft Industries Association board of governors meets, Los Angeles.

Dec. 4-5—ATA annual meeting of members, Washington.

Dec. 4-6—Society for Experimental Stress Analysis, annual meeting, Hotel Pennsylvania, New York.

Dec. 5—Meeting of ATA directors for 1948, Washington.

Dec. 17—11th Annual Wright Brothers Lecture, Dr. Sydney Goldstein, U. S. Chamber of Commerce Bldg., Washington.

Jan. 9-11—All-American Air Maneuvers, Miami, Fla.

Jan. 15-18—Southeastern Soaring Contest, Sanford, Fla.

Jan. 26-29—Institute of the Aeronautical Sciences 16th annual meeting, Hotel Astor, New York.

Jan. 26-28—American Road Builders' Association convention (including airport group), Washington, D. C.

July — —International Air Exposition (New York's golden jubilee) Idlewild Airport.

### International

Jan. 13—ICAO statistics division, Montreal.

March 22—ICAO maps and charts division, Brussels.

March 30—ICAO personnel licensing division, Montreal.

April 20—ICAO Rules of the Air and Air Traffic Control Division, Montreal.

April 27—ICAO Facilities Division meeting in Europe.

Sept. 8—ICAO Operations Division, Montreal.

Sept. 21—ICAO Airworthiness Division, Montreal.

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## Pioneer Ready to Go:

# Northrop Needs Military Orders for N-23 Production

By FRED HUNTER

J. V. Myers, vice president and director of sales of Northrop Aircraft, measured off 500 ft. of the runway at Hawthorne Field, placed a marker to indicate the position and climbed into the cockpit of the three-engine N-23 Pioneer.

With the test equipment and water ballast in the plane making the gross weight approximately 23,000 lbs. (full gross of the prototype is 25,000 lbs.) Myers gave the three Wright C-7 engines the throttle and took off. The wheels left the ground at precisely the 500 ft. mark.

Myers then put the plane into its turn within the length of the field, came back in and landed. The wheels stopped rolling right at the 500 ft. marker.

The Northrop executive repeated the performance, but this time just at the take-off he feathered the right engine. The plane climbed without faltering and easily would have cleared a 50 ft. obstacle if there had been any such obstacle around. He attained a turning altitude seemingly as quickly as he had with the three engines, again went into the turn within the length of the one-mile field. The short landing was repeated.

It was a convincing demonstration of the Pioneer's ability to fulfill the purpose of the engineers who designed it—to carry large loads into and out of small fields. On one flight, with this representative of AMERICAN AVIATION aboard, the Pioneer exceeded itself by taking off in 450 ft. and was well airborne when it passed over the 500 ft. marker. Aloft, Myers feathered both the right and left engines and flying on the center engine alone the Pioneer cruised at 90 mph with not even a hint of wanting to lose altitude.

The Pioneer should have a multitude of uses if Northrop Aircraft finds it possible to put it into production. Northrop's Pioneer problem is the problem common to the industry—finances. It has approximately \$850,000 invested in the high wing fixed landing gear craft and the figure will probably reach \$1,000,000 before it completes its prototype program. Northrop lacks the resources to provide the funds for tooling and the other advance costs entailed in setting up production. As purely a speculation for commercial sales it is admittedly likely that it could not be able to obtain the necessary financing. Practically its only chance, therefore, is to obtain a military order that would include sharing the tooling and pre-production costs.

The Pioneer has two military possibilities. One is as an air rescue craft in the Arctic, where its take-off and landing characteristics would be highly advantageous. Moreover, its fixed landing gear means that skis or floats could be substituted with no loss in performance. The second possibility is as an assault transport.

Northrop has any number of possible purchasers of two or three planes each, especially in Central America. But it is in the unenviable position of not even being able to quote a possible price on the plane because a scattering of small orders is too uncertain to finance. Estimates indicate that if 100 planes could be built the plane price might be fixed at \$150,000 to \$180,000.

TACA Airways is interested in the plane and is Northrop's best bet for a large volume order. TACA might purchase 40 planes for its local services in Central America. TACA,

however, is undergoing some organizational changes and the Waterman Steamship Co. has not yet determined what its policy will be with regard to its Central American local services.

As for feeder lines in the United States, some do and some don't. Feeders like Southwest Airways, for example, are little interested in the craft because the landing fields on their routes are good and they want faster performance than the Pioneer's 165 mph cruising speed.

But Oliver Parks, who recently was certificated for new feeder routes in the middle west, considers the Pioneer made to order for the small fields with which he will have to contend and C. W. France, vice president of Parks Air Transport, spent a week at Northrop checking over the craft. With the Pioneer, Parks might take his feeder line right next door to the Chicago Loop by landing at the Grant Park airstrip on the lake front. France said Parks would be able to use 12, possibly 20 Pioneers.

Based on the ATA formula, operating costs of the Pioneer are calculated at 8c per ton-mile, but Northrop is having trouble with the formula because it doesn't apply to planes like the N-23. The formula for example, penalizes the Pioneer for its large floor area and obviously this should not apply. By the same token, the cost goes up for the Pioneer's three engines, but Pacific Airmotive Corp. says the cost of overhauling the three C-7 engines would be only 75% of the cost of overhauling two 1830's for a DC-3.

The production model of the Pioneer will incorporate a series of design changes, some of which are of major importance. These changes will greatly improve the somewhat grotesque appearance of the prototype, and make it look more streamlined. The wing, the tail and the nose section all are to be changed. Length of the plane will be extended four feet, the rear cabin bulkhead will be set back six feet and the floor width will be increased from 81 in. to 109 in. The new enlarged cabin will allow for a 32-passenger seating arrangement.



**Flying Giant**—No longer land-locked, the Hughes flying boat, world's largest plane, rides free off Terminal Island in Los Angeles Harbor immediately after its launching early this month (left). The plane's vertical stabil-



izer tip rides about 80 feet above the water. View on the right was taken from the center section of the lower deck, showing workmen completing final arrangements for initial water taxi tests.



## CAB Must Push Freight Investigations Rapidly

Civil Aeronautics Board officials handling the current air freight tariff investigations involving both certificated and non-certificated carriers are pushing to get the complicated proceedings underway as rapidly as possible. Reason is a provision of the Civil Aeronautics Act which does not allow CAB to keep tariffs under suspension for more than 180 days beyond the date they were originally slated to take effect. Several cargo tariffs were suspended as they were to go into effect on Oct. 24, and the 180 days must be counted from that date.

In order to complete two complicated economic and legal investigations during that period, CAB officials have indicated that participants will find time allotted for the usual procedural steps sharply curtailed. Under the schedule, decisions on the entire cargo tariff problem will be forthcoming by next April.

Two conferences held by CAB Examiner Herbert K. Bryan with the carriers involved have already produced long lists of material requested by public counsel, William C. Burt, chief of the rates section, finance legal division of CAB's General Counsel Office.

## Atlantic Lines Get Rate Hike, \$10 Million Back Pay

New temporary trans-Atlantic mail rates proposed by the Civil Aeronautics Board for Pan American Airways, TWA and American Overseas Airlines, have been accepted by the carriers. Ton-mile rates are increased and the lines will receive retroactive payments totaling more than \$10,000,000.

Principal new feature of the rates was the insertion of a plane-mile mail rate for operations beyond European gateways, while retaining the present 75c per ton-mile rate for purely trans-Atlantic operations "on and after July 1, 1947."

The latter rate, the Board said, has been less than the need of the carriers, "in view of the developmental nature of the operations," and while it probably is adequate now for operations between this country and European gateways, it is less than adequate for operations in Europe, Asia, and Africa.

Accordingly, it provides a standard 35c per airplane-mile rate for such beyond-gateway operations, with adjustment clauses to take care of changes in designated mileage. This rate applies on the following daily designated mail miles: American Overseas Airlines, 5,220; TWA, 10,270; Pan American, 9,200.

CAB's action increasing compensation to the three carriers to 40c per plane-mile for past operations up

to July 1, 1947, means on the basis of actual performance, actual ton-mile payments of \$1.29 for TWA, \$1.95 for AOA and \$3.20 for Pan American. The difference between these rates and the prevailing 75c per ton-mile rate yields the carriers lump sum mail payments as follows:

American Overseas, \$3,137,000; Pan American, \$4,229,000; TWA, \$3,328,000 for an aggregate of \$10,694,000.

In retaining the going 75c per ton-mile rate across the Atlantic, the Board noted that operating experience and present operating trends show a marked similarity in traffic characteristics for the purely trans-Atlantic operations of all three companies. For AOA, this rate continues to apply for operations between this country and Gander, Glasgow, Shannon or London, or between any two or more such gateways; for PAA, it is retained for operations to Shannon, London, the Azores or Lisbon, or between any TWA it remain effective on operations to or between the gateway points of Shannon, Paris or Lisbon.

## Trunklines Get New Route Points in Southeast Case

New route points for several trunkline carriers were approved in a supplemental opinion issued by the Civil Aeronautics Board in the Southeastern States Case. The grants included:

(1) Addition of Charlotte, N. C., on Capital's Route 51, as an intermediate stop between Winston-Salem and Hickory. (2) Addition of Augusta, Ga., as a stop on Eastern's Route 5, on condition that Augusta and Greenville and Augusta and Spartanburg shall not be served on the same flight, and that Augusta shall be served only on schedules terminating at New Orleans and New York or points beyond.

(3) Addition of Columbus and Macon, Ga., on EAL's Route 10, with the condition that Columbus and Macon shall not be served on the same flight. (4) Inclusion of Dothan, Ala., on EAL's Route 5, to be served only on flights originating or terminating at Atlanta or a point north. (5) Addition of Bowling Green, Ky., to EAL's Route 10 between Nashville and Louisville.

Eastern had not specifically applied to serve either Bowling Green or Augusta, but both were granted under a clause in the company's applications.

Middleboro-Harlan and London-Corbin were added as new intermediate points on the feeder routes tentatively awarded to Piedmont Aviation, in the original Southeastern States Case decision last April.

## CAB Actions

Oct. 21—Decision disapproving agency agreement between Pan American Airways and United States Lines Company and disapproving interlocking relationships between PAA, U. S. Lines and John W. Hanes. (Dockets 2492 et al.)

Oct. 22—Orders making final a proposed scheme of standard mail pay rates for seven feederline carriers issued by Board. (Dockets 2732, 2741, 2801, 2897, 2468, 2653, and 2931).

Oct. 24—Draft release of proposed Economic Regulation 292.6 setting up regulatory framework for "Non-Certificated Indirect Air Cargo Carriers" or freight forwarders, issued by CAB.

Oct. 27—Order freezing cargo tariffs for 90 days, suspending several such tariffs, and instituting an investigation of the suspended tariffs. (Dockets 3170, 3178).

Oct. 30—Decision issuing Geneva-Zurich to New York Foreign Air Carrier Permit to Swiss Air Transport Company, Ltd., Swissair.

## Calendar

Nov. 15—Hearing on the board's investigation of the Consolidated Air Freight Tariff. (Docket 2719). Examiner Herbert K. Bryan.

Nov. 17—Oral argument in Pan American Airways' Juneau-Ketchikan. (Docket 1972). 10 a. m., e.s.t., Room 5042, Commerce Building.

Nov. 24—Hearing on applications for service to Lawton-Fort Sill, Okla. (City of Lawton and Continental Air Lines). (Dockets 2835 and 2995). Examiner Barron Fredricks.

Nov. 24—Hearing on Mid-Continent Airlines' Route 26 Amendment Case. (Docket 1956). Tentative. Postponed from Sept. 29.

Nov. 25—Hearing on applications of TACA, S. A., (El Salvador) for renewal of its San Salvador-Miami and San Salvador-New Orleans Foreign Air Carrier Permits. (Dockets 2016 and 3017). Examiner William J. Maden.

Dec. 1—Hearing on reopened portions of the Great Lakes Area Case, involving Pennsylvania-Central Airlines' applications for authority to operate without restriction between Chicago and Youngstown, Akron, Cleveland and Pittsburgh. (Dockets 1789 and 1790). Examiner William F. Cusick.

Dec. 8—Hearing on Mid-Continent Airlines' proposed Minot-Regina extension. (Docket 628). Postponed at MCA's request from Sept. 8.

Jan. 15—Hearing on applications of Braniff Airways and Chicago and Southern Air Lines for removal of restrictions on Chicago-Houston service. (Dockets 1681 and 1793). Examiner Warren E. Baker.

Feb. 16—Hearing on application of Mid-Continent Airlines for an alternate St. Louis-Twin Cities' Route. (Docket 1050). Examiner Richard A. Walsh. Tentative.

## Washington, N. Y. Co-Terminals For Colonial's Bermuda Service

A Civil Aeronautics Board order allowing Colonial Airlines, by temporary exemption, to operate from New York to Hamilton, Bermuda, via Washington, and from Washington to Hamilton, via New York, is expected to save the company over \$2,000 a week in ferrying expenses and operating costs.

The exemption does not permit Colonial to carry any traffic between New York and Washington, but merely permits it to operate Bermuda flights as though the two points were co-terminals.

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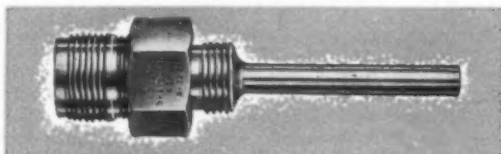
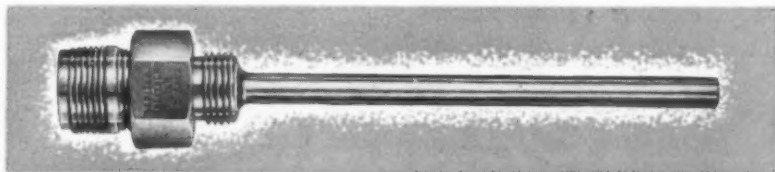
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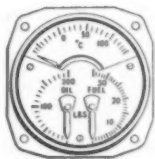


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# Antiquated Customs Law Costly to International Lines

The recent assignment of 20 additional Customs inspectors to duty at La Guardia Field marked another step toward alleviation of a condition that, since the end of the war and the growth of international air travel, has become increasingly troublesome and costly to airlines bringing passengers and cargo into this country from foreign lands.

The condition referred to is the inadequacy of Customs Bureau forces at some of the larger international air terminals for handling air travelers and their baggage and air cargoes within usual tours of duty, and the resulting expense imposed upon the airlines in paying overtime rates.

Pan American Airways alone paid over \$60,000 in customs overtime at San Juan International Airport last year, and such payments at La Guardia Field currently are running about \$10,000 a month for all the carriers there. Expense reports filed with the Civil Aeronautics Board show that customs overtime payments by all U. S. international airlines the first six months of this year amounted to about \$117,000, of which \$69,000 was paid by Pan Am, \$35,000 by American Overseas, \$11,000 by TWA and \$2,000 by Chicago and Southern.

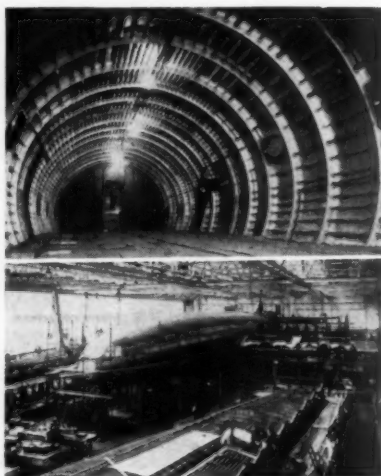
## Paying for Government

This would indicate that airline payments for customs service alone may amount to a quarter of a million dollars this year—a sizeable sum—for services many believe the government should perform gratis.

Customs Bureau officials say budget limitations prevent them from providing a sufficient number of inspectors to handle aircraft arrivals on a 24-hours-per-day basis at all international airports, and that they are doing the best job possible with available funds and personnel in handling the impressive volume of incoming passenger planes from abroad.

Furthermore, Customs points out, it is required to follow an antiquated law, dating back to 1911, when international air travel was not much more than a dream. This law has been amended several times in the past decade, and it is due for a general overhauling if recommendations soon to be made by the Air Coordinating Committee are carried out. But at present Customs has to operate under a regulation which says:

"When there is a regular recognized need for Customs service outside the above prescribed hours (generally 5 p.m. to 8 a.m.) and the



**Britain's Biggest**—Designed to carry more than 100 passengers New York to London at 350 mph, Britain's largest land-plane, the Bristol Brabazon I, is expected to make its first test flight next year. Top view shows one section of 177 ft. fuselage, while bottom shows plane under construction at Filton, near Bristol.

volume and duration of the required service are uniformly such as to require, of themselves or in immediate consecutive combination with other essential Customs acts of the port, the full time of one or more Customs employees, the necessary number of tours of regular duty to furnish such service on all days except Sundays and holidays may be established with the approval of the Commissioner."

It will be noted that Customs "may" establish tours of duty for night inspections, but is not bound to do so, while regular tours of duty for inspections on Sundays and holidays, the days when aircraft arrivals are more numerous than at any other time, are specifically excluded.

Customs agents called upon to perform inspections at such times as regular tours of duty are not provided or are inadequate to handle the load are entitled to overtime pay, which must be paid by the airlines using their services. And overtime pay, under Customs regulations, means a day and a half of pay for anything from one to eight hours of work performed at night, outside a regular tour of duty, and for two full days' pay for any amount of duty from one to eight hours performed on a Sunday or a government holiday.

This has been costly for the airlines, which cannot conveniently schedule all their arrivals to conform with established Customs tours of duty, as the slower steamship lines generally are able to do. It also has posed a morale problem at some of the international air terminals, where Customs inspectors (and Immigration agents, too) are being paid one and a half to two days' pay for a few hours of work, while Department of Agriculture and U. S. Public Health inspectors working beside them are not paid at overtime rates.

The unfairness of this situation has been recognized, and two pieces of legislation (H.R. 3403 and S. 1308) designed to remedy matters by providing an adequate number of tours of duty to take care of most incoming air arrivals 24 hours a day, including Sundays and holidays, were introduced in Congress last May, but were not acted upon before adjournment in July.

## Three Standing Committees Named by IATA at Rio

The general meeting of the International Air Transport Association held at Rio de Janeiro last month confirmed nominations by the executive committee of the following members of IATA standing committees:

**Financial Committee:** for one-year terms, C. D. Cowie, Trans-Canada Air Lines; G. Delclaux, Air France; M. Van Pelt, KLM Royal Dutch Airlines; L. R. Gilleran, TWA; L. S. Holstad, Northwest Airlines; H. D. Starr, American Overseas Airlines; for two-year terms, P. Brabant, SABENA; E. Larson, SILA; J. S. Woodbridge, Pan American; R. C. Atherton, BOAC; J. S. Moran, Aer Lingus Teoranta; J. C. Younkens, Panair do Brasil.

**Technical Committee:** for one-year terms, A. C. Campbell-Orde, BOAC; Andre Priester, Pan American; J. T. Dymont, Trans-Canada; J. K. Christie, DNL Norwegian Airlines; W. C. Lawrence, American Overseas; R. H. Redpath, SILA; J. T. Shannon, Pan American-Grace Airways; C. C. Steensma, KLM; for two-year terms, K. R. Ferguson, Northwest; J. M. Hodgson, Philippine Airlines; K. H. Larsson, A. B. Aerotransport; Maj. J. de Meiss, Swissair; F. A. Rocha, Cruzeiro do Sul; J. C. Kelly-Rogers, Aerlinde Eireann; C. P. Springer, TWA; M. H. Ziegler, Air France.

**Traffic Committee:** for one-year terms, R. O. Bullwinkel, Northwest; E. O. Cocke, TWA; E. Gloersen, DNL; R. E. Deichler, American Overseas; S. K. Kooka, Air India; for two-year terms, R. D. Stewart, BOAC; Otto Breyer, Cruzeiro do Sul; H. Harman, Qantas Empire Airways; Gamal el Dine Kothby, Misr; Col. G. S. Levertson, South African Airways; P. Beck-Nielsen, DDL Danish Airlines; L. Schoevaerts, SABENA; W. G. Lipscomb, Pan American; P. Lawton, British European Airways; G. R. McGregor, Trans-Canada; H. Watson, British South American Airways; Dr. C. C. Liang, CNAC.

No changes were made in membership of the legal committee.

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## PERSONNEL

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### Administrative:

**George T. Cussen** has been appointed assistant to the president of the Flying Tiger Line, with headquarters in Burbank. He has been serving as traffic manager of the cargo carrier.

**Roger G. Allen**, former member of the public relations department of American Overseas Airlines, has been appointed director of the department of liaison and information for the Iceland Airport Corp., an American Overseas Airlines subsidiary. He has been with AOA five years.

### Operations-Maintenance:

**Charles H. Dolson**, 13-year veteran with Delta Air Lines, has been elevated from operations manager to v.p. of operations. He was chief pilot since 1941, except for three years of war service, and has been operations manager since last April.

**Charles W. France**, operations manager for Eastern Air Lines from 1934 to 1936 and a 19-year veteran in commercial air transport, has been appointed head of the operations division of Parks Air Transport, which has been designated by CAB to provide local air service on 2,441 route miles in the midwest. He has been designated v.p. in charge of operations and traffic.

**Capt. Horace Brock**, who joined Pan American Airways' Latin American Division as apprentice pilot in 1936, has been named division manager of PAA's Atlantic Division. He will be in charge of all operations extending to Europe, Africa, the Near East, and into India.



Charles W. France  
Parks Operations Head

**L. J. McLeod** has been appointed general purchasing agent for Eastern Air Lines, with headquarters at Miami. He was formerly assistant purchasing agent and has been with the company 15 years. He succeeds **J. H. Brock**, recently named director of industrial and personnel relations.

**J. R. Qualm**, veteran pilot with United Air Lines since 1936, has been designated operations manager of Lineas Aereas Mexicanas, S. A., (LAMSA), Mexican subsidiary of UAL. **S. M. Hadden, Jr.**, formerly UAL station manager at Des Moines, has been named assistant to Qualm. Hadden joined UAL in 1934, subsequently serving as station manager at South Bend, North Platte, and Moline.

**James S. Hebert**, former operations manager of LAMSA, has been assigned to UAL's flight operations headquarters in Chicago to work in liaison capacity with CAA. **D. C. Lynch** is also returning to the Chicago headquarters after serving in LAMSA's operations department for a year and a half.

**Shelby Dement**, chief agent for Delta Air Lines at Jackson, Miss., has been promoted to station manager, Baton Rouge, La.

**Lee Wenstrup**, Delta's chief agent at New Orleans, has been designated station manager at Kokomo, Ind., while **Ed A. Young**, chief agent at Shreveport, has been transferred to station manager at Richmond, Ind. Delta is inaugurating service to both points Dec. 1.

**O. S. Pierce**, station manager for United Air Lines at Newark, has been placed temporarily in charge of company's operations at La Guardia Field. **Paul Reid**, former N. Y. station manager, has resigned to enter the dairy farming business in New York state.

**Constantin Sainderichin**, freight manager for Air France since inauguration of company's trans-Atlantic freight service last year, has been appointed manager of passenger and cargo service for the line's North American Division.

**B. H. Lipsker**, who joined United Air Lines in 1942, has been named passenger service manager for Lineas Aereas Mexicanas, S. A., (LAMSA), UAL's Mexican subsidiary.

### Traffic and Sales:

**Eugene S. Ostheimer** has resigned as passenger traffic manager for Chicago and Southern Air Lines. His future plans were not disclosed.

**Luther L. Kellogg** has been appointed district traffic manager in New York for Peruvian International Airways. He was active in commercial aviation in the U. S. and Latin America before joining PIA.

**Gerald R. Thornton** has been appointed European sales manager at Paris for TWA. He joined company in 1943 and formerly was district manager for France. **John W. Bailey**, who has been passenger sales manager in France, takes over Thornton's vacated position.

**H. J. Cooper**, recently manager of passenger and cargo sales for Northeast Airlines at Boston, has been designated district traffic and sales manager for Trans-Canada Air Lines with headquarters in Chicago. He succeeds **G. E. Gray**, who has been promoted to general supervisor, agency and interline relations, at company's Winnipeg headquarters.

**Steve Stimpson**, West Coast air traffic veteran, has joined California Eastern Airways as traffic sales representative in Los Angeles. He started with Mad-dux in 1926, later was district traffic manager for United Air Lines in San Francisco for more than 12 years. He is credited with the idea of putting stewardesses on airliners in 1930.

**James H. Hammond**, city traffic manager of Delta Air Lines' Charleston office, has been transferred to Atlanta as city traffic manager. Other recent traffic department transfers and promotions announced by Delta include: **Rodger Meier**, reservations manager in Chicago, promoted to Chicago city traffic manager; **Benton Wells**, New Orleans reservations manager, transferred to city traffic manager in Jackson; **Osgood Willis**, Montgomery, and **Morley Alexander**, Chattanooga, promoted from traffic representatives (in charge) to city traffic managers; **John Conrad** promoted from traffic representative in charge at Knoxville to city traffic manager; **Redmond Daggett** promoted from traffic representative in charge to city traffic



Capt. Horace Brock  
PAA Division Manager

manager at Miami; **John Connelly** promoted from traffic representative in charge to city traffic manager at Savannah; **Asher Lane** promoted from traffic representative to city traffic manager in Dallas; **Lucien Taillac** promoted from traffic representative to city traffic manager in New Orleans; **Richard Lee Holmes**, Knoxville, **Dorothy Rawlins**, Jacksonville, **Mrs. Alice Gammage**, Jackson, **William Fetner**, Charleston, and **William R. Martinez**, New Orleans, have been promoted from reservations supervisors to chief reservations supervisors at their respective stations.

**Henry W. Beardsley**, former American Overseas Airlines district traffic manager in London, has been appointed d.t.m. for Sweden. He replaces **Harry F. Dalgaard**, who has been named district sales manager in Norway. Beardsley was in American Airlines' sales department in New York before the war.

**Elmer Harris** has been named district traffic manager for Pacific Northern Airlines with headquarters in Anchorage. Harris has been Seattle traffic representative since July, 1946, and prior to that was in traffic department of Pan American Airways in Seattle.

**Thomas C. Blanchard** has been named district traffic and sales manager for United Air Lines at Las Vegas, Nev. He joined UAL's traffic and sales department at Portland, Ore., in 1940.

**Don T. Campbell** has been appointed Washington district sales supervisor for American Airlines. He has been sales manager in Indianapolis since April, 1946.

**Ernest Wilbanks**, city traffic manager for Continental in Lubbock, has returned to San Antonio in traffic and sales work, a post he held before his Lubbock assignment. Transfer was made at Wilbanks' request for reasons of health. **Ridgely Mills**, traffic representative in Tulsa, has been moved to Lubbock to replace Wilbanks, while **Richard Seeger** has been transferred from San Antonio to succeed Mills at Tulsa.

★ ★ ★ ★

**Richard H. Depew, Jr.**, pioneer airman, has joined the Frank Ambrose Aviation Co., Flushing, N. Y., as director of domestic sales. He became one of the world's early aviators in 1911 when he learned to fly a Farman pusher biplane, and is still a licensed pilot.

**Earle S. Bigler** has resigned as manager of the aviation division of the Seattle Chamber of Commerce to become manager of the Seattle-Tacoma airport, where a \$2,500,000 contract has just been let for completion of the administration building and other facilities.

**Jack Evans**, until recently operations manager for Arizona Airways and former director of training for TWA, has leased the Nogales, Ariz., airport for 27 years and also purchased from William Beatus the planes and other equipment used in the flight school there.

**George H. Smith** has been appointed manager of the field service department of Lockheed Aircraft Service. He has been with LAS since 1942.

November 15, 1947

# Airline Commentary

By ERIC BRAMLEY

WE HAD a very enjoyable time recently visiting the headquarters of Braniff Airways in Dallas . . . You'll go a long way to find a nicer bunch of people who give more graciously of their time to show you around . . . We visited with Tom Braniff; D. B. Myers, his assistant; Chuck Beard, executive vice president; Jake Sorlie, superintendent of flight control; Maudine Davis, manager of reservations control; R. V. Carleton, director of flight operations; Al Aldridge passenger service, and others . . . And we thank Dan Hughes, chief pilot, and Capt. Cecil (Snuffy) Darnell for a pleasant ride in the DC-6 . . . Of course Walt Henshel, public relations chief, was handling things in his usual manner . . . Incidentally, a real comer in this airline public relations business is Ellen Gibson, Henshel's right-hand gal . . .

While in Dallas, we had a look at Braniff's combination cargo-passenger DC-4, and we think the company's got something . . . It won't be too long before Braniff opens service to South America, and the company believes that there is a demand for a cargo schedule . . . But if cargo loads happen to be light, it will be possible to carry passengers in bucket seats in this particular DC-4 . . . Fare would be 25% under regular tariff, according to the proposal . . . You can't really call this a "bucket seat" airplane, however . . . The seats, which fold down from the wall are upholstered, soft and comfortable, each with individual arm rests and ashtrays . . . Braniff has already used it on charters and the reaction has been excellent . . . We'd ride in it any time, any place . . . All work on the plane was done in the Braniff shops . . . Major credit for the idea, we understand, goes to hard-working Chuck Beard . . . (You can look for Braniff to try another idea on its South American service, but we're not talking about this one yet) . . .

One of our airline friends told us the other day that his airline has a 16% wastage in food . . . If all airlines have this same experience it means that over a million and a half dollars will be tossed away in food wastage this year . . . We were told further than 10% of this wastage is at present beyond the airline's control—a passenger decides he isn't hungry, he's eaten before he got on the airplane, etc. . . . One airline, we understand, is trying to overcome this by asking passengers, when they make reservations, whether they will desire a meal . . . Of course a passenger can't tell that far ahead whether he's going to be hungry, but chances are he won't eat before boarding the plane . . . Sounds like a good idea . . .

Our congratulations to Pan American Airways on its 20th anniversary . . . The company has certainly come a long way from that small beginning, Key West-Havana . . . On the anniversary, PAA ran a DC-4 flight over the route, and some of the officials were recalling a story connected with the early pioneering . . . It seems that when Juan Trippe, PAA president, and Anthony Fokker, noted plane builder, were making their first trial flight over the route in a tri-motored Fokker, the manufacturer kept extolling the virtues of multi-engine craft, even after two of the engines had cut out . . . When the third engine went out and they came down off the beach in six feet of water, Fokker is credited with making the historical observation: "The principal difficulty in over-ocean flying is the great distances between land masses" . . .

With tongue in cheek, we quote this story verbatim from Delta Air Lines' newsy houseorgan, *Delta Digest*: "A Delta pilot was approaching Atlanta and had just made radio contact with the tower when a dog being carried aboard in the cargo bin started barking. The captain just stuck the mike right in front of the barking dog's mouth. Not a word was spoken between him and tower personnel. When the dog quieted down, the tower immediately answered, 'Roger, Delta,' and gave him complete instructions for landing" . . . Hmmm . . .





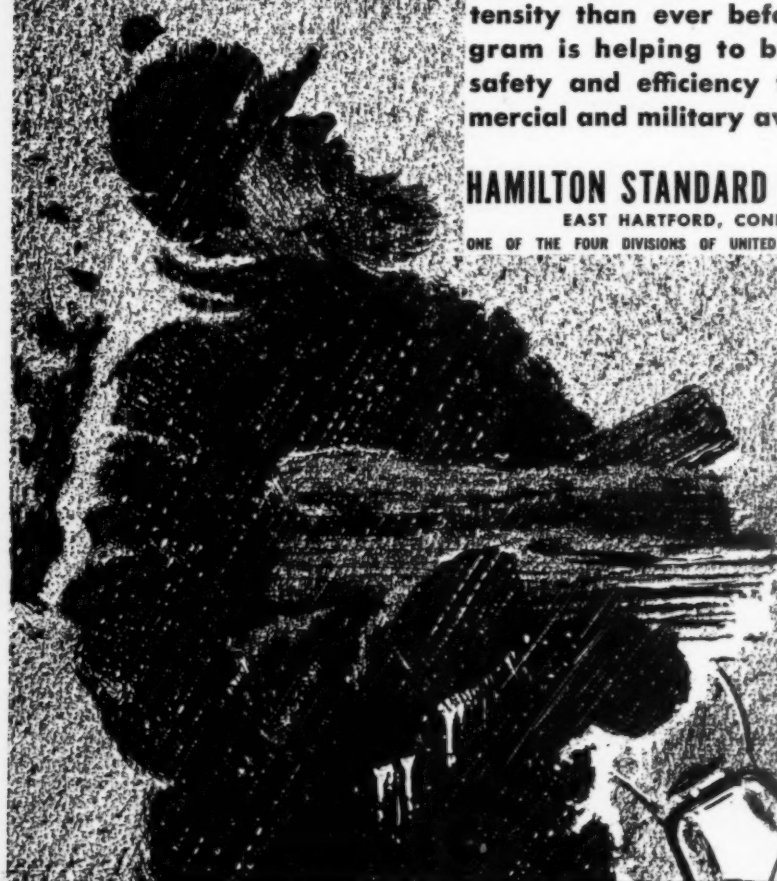
High overhead, through freezing rain or sleet, the modern airliner flies serenely — its propellers completely free of dangerous ice when equipped with automatic, electric de-icing units developed by Hamilton Standard Propellers.

Dependable de-icing is just one of the results of Hamilton Standard's research and development program. Now being carried on with more intensity than ever before, this program is helping to bring greater safety and efficiency to both commercial and military aviation.

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# Airlines Fight Proposal For Modification of DC-3

The fate of the durable old DC-3 was up for discussion again early this month when industry and government representatives met in Washington to debate whether the DC-3 should be required to comply, by the end of 1950, with new structural and performance regulations.

The certificated airlines, represented by Milton W. Arnold, Air Transport Association vice president, advised the Civil Aeronautics Board that they expected to have approximately 370 DC-3's still in operation by the 1950 date which has been set for compliance with new transport category requirements. Arnold told the Board that to operate these planes in compliance with Part 04a, or to accept the alternative of retiring them from service, would work a considerable economic hardship on the industry.

"The airlines," Arnold stated, "do not agree with the principle . . . that the safety of aircraft which were manufactured and certificated under one concept of airworthiness regulations, will be increased by requiring such aircraft, without consideration of their operational experience, to comply with a different concept of airworthiness developed at a date subsequent to the manufacture of the airplane and which is based upon different aircraft design principles."

## Modifications Costly

Speaking of modifications outlined for more modern aircraft such as the DC-4, Constellation and DC-6, and compliance with Part 04b by the end of 1954, Arnold estimated that to make proposed structural changes in the L-49 and DC-4 would cost an estimated \$125,000 per airplane plus a loss of revenue during modification which might bring the cost to around \$425,000. On a prediction of 415 four-engine aircraft in service by 1954, this would cost the industry an estimated \$175,000,000, Arnold said.

On the DC-3, Arnold said that to operate them at reduced payloads specified for certain conditions would lose the industry a "conservative" \$8,000,000 a year.

Air Line Pilots Association spokesmen opposed proposed increases in DC-3 take-off weights which the regulations would allow under certain conditions.

According to ALPA vice president J. E. Wood, "Far too many of the arguments advanced in behalf of greater gross loads are predicated on

increased runway lengths . . . It is overlooked that, from the pilot's viewpoint, the take-off is only part of the problem. Plenty of things happen to airline aircraft long after the theoretical, or actual, 50 foot obstacle at the end of the runway has been successfully negotiated in true Transport Category style."

Presenting the CAA's position in regard to reducing takeoff weights in some instances and increasing them in others, Omer Welling of the Aircraft and Components Service of CAA, told the hearing that the new regulations were an extension of a new principle adopted in 1940 that operating weights should be determined upon the basis of a constant relation between the performance of the airplane and the dimensions of the route over which the flight was to take place—with particular emphasis on the dimensions of airports.

At one point in the hearings, Welling was called upon to explain to

the Board why CAA had allowed non-scheduled carriers to operate at 1,000 pounds higher weight than the maximum for certificated airlines. He explained that a CAA recommendation for a weight increase was turned down by CAB in 1944 as far as scheduled operations were concerned. Non-certificated operators were not a party to that development, Welling said, and it was within the CAA's prerogatives to grant higher operating weights to them, although not to the scheduled carriers.

## Not Justified

Manufacturer's representatives at the hearings included J. F. McBrearty of Lockheed, and C. E. Roberts of Boeing. McBrearty opposed the new regulations on the grounds that the Board seeks to establish a precedent of retroactive structural changes and performance requirements. He said that such changes might reasonably be applied to an airplane with a bad performance record, but not the DC-3. He added that the Board already has adequate power to require modifications and changes in operating practice if dictated by safety and public interest.

Roberts expressed a belief that a sounder industry could be developed if definite obsolescence dates were established for all transport aircraft. He said that it is economically unsound to operate old aircraft when better types are available, and to continue operating them cuts airline revenues and hampers the manufacturer's development of better types.

With three years yet to go before the DC-3's "retirement date," the Civil Aeronautics Board is not expected to drop all other matters to act on opinions which were expressed at the hearings. It seems quite likely that industry economic conditions between now and 1950 will influence the Board at least as much as the recent hearings.

## Braniff Gets 50% Lower Minimums with Use of ILS

Braniff Airways, one of the first operators to complete its ILS installation and training program, has recently received permission from the CAA's 4th Region to operate with 50% lower weather minimums than were required before Braniff was approved for ILS last April.

The new reduction permits Braniff to operate with a 200 foot ceiling and half-mile visibility.

These new minimums, according to Braniff vice president R. C. Shrader, will permit operation of approximately 75% of all flights previously cancelled, delayed or otherwise disrupted by weather. Processing for similar reductions in other CAA regions in which Braniff operates is now in progress.

## 370 DC-3's in 1950

A poll conducted by the Air Transport Association prior to recent CAB hearings on new transport category regulations shows that 20 scheduled airlines expect to have 370 DC-3 aircraft still in operation after Dec. 31, 1950. Individual airlines reported as follows on the number of DC-3's they expect to be using:

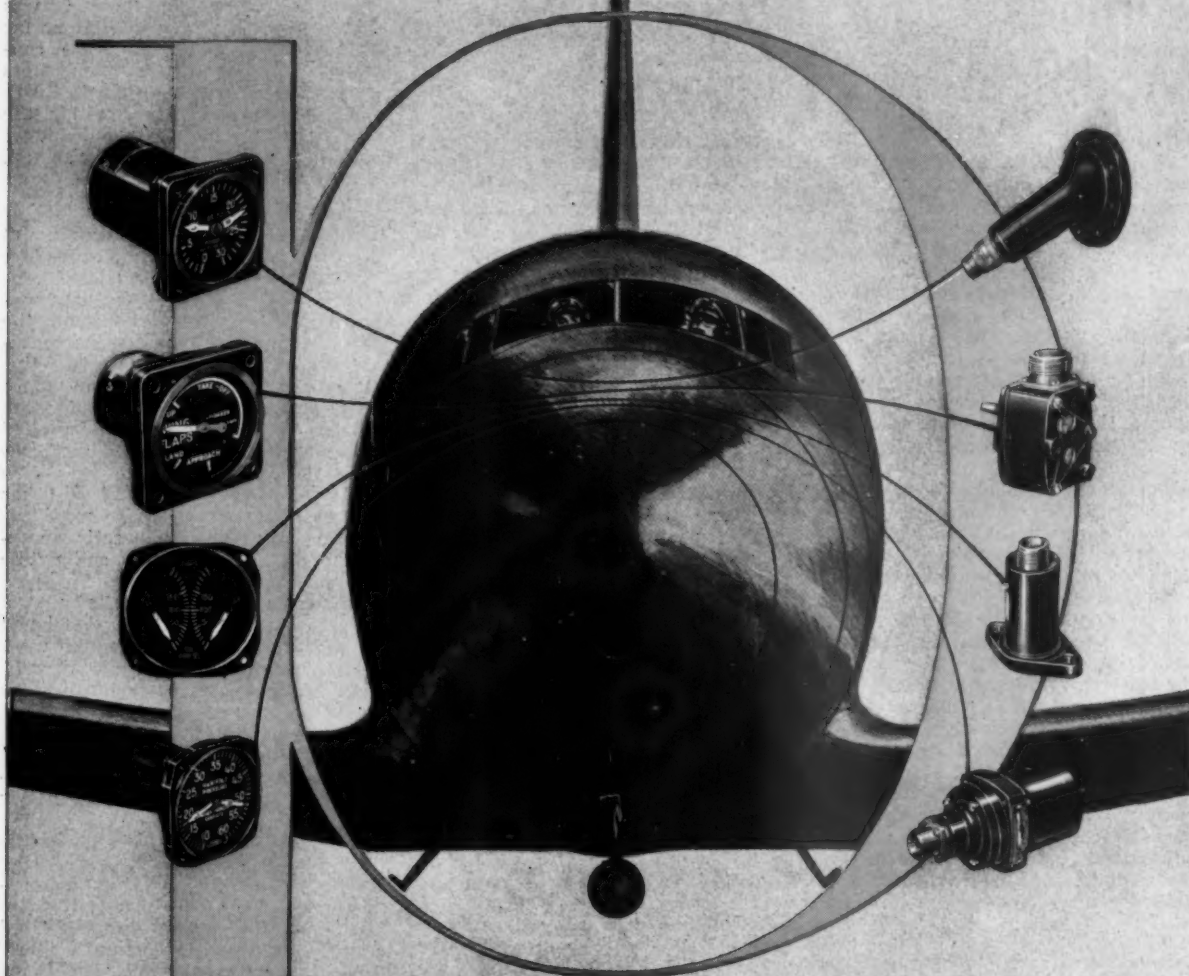
TWA	70
United	60
Eastern	50
Mid-Continent	25
Capital	23
Delta	17
Braniff	16
Chicago & Southern	12
Colonial	10
Panagra	10

Airlines expecting to have less than 10 are Hawaiian 9, Southwest 9, Northeast 8, Pioneer 7, Continental 6, Monarch 5, Alaska 5, Challenger 4, and Pacific Northern and Caribbean Atlantic 3 each.

On equipment other than the DC-3, National expects to have 12 Lodestars in operation after the end of 1950, and Empire indicated it would be operating four Boeing 247-D's.

American and Northwest were among the larger airlines which indicated that all DC-3's would be replaced by newer equipment by compliance date for the new regulations.

# Remote Indication



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Magnesyn\*—is the name that is providing more and more answers to remote indication problems. Rapidly gaining momentum as an essential on today's skyliners, Magnesyn remote indicating instruments are now available for important engine functions as well as position indication. Their light weight (averaging 40% weight saving over earlier remote indicating systems) and rugged construction (shockmounting is unnecessary in most installations) guarantee simplified installations and long service life. Because they have fewer parts, they have added assurance of an extended service life and extra maintenance economy. For dependable remote indication, specify Magnesyn instrumentation.

\*REGISTERED TRADE MARK OF THE BENDIX AVIATION CORPORATION

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DIVISION OF

**Bendix**  
AVIATION CORPORATION



# New Honeywell Navigational Computer Undergoing Tests

The first public announcement of a new electronic navigational computer for omni-range flying was made recently by the manufacturer, Minneapolis-Honeywell Regulator Co. The computer, which was approved in principle some time ago by PICAQ, is currently undergoing a test program at the CAA experimental center in Indianapolis.

Known as the B-D (bearing-distance) computer, the device will receive signals from the CAA's projected omni-range and distance measuring transmitters and translate them into visual indications of the plane's position. By setting certain known factors into the computer before take-off, it is possible to read position at all times along a pre-selected course. This course need not be directly from one transmitting station to the next since the computer translates offset distances from the station to any selected course. Distance readings are in terms of miles from destination rather than from the ground station.

B-D equipped planes can be flown either manually, by flying an ILS-type needle showing right-and-left of course and another needle giving distance from destination, or automatically by feeding the same signals into the autopilot. Another indicator can be provided to show minutes behind or ahead of schedule according to a pre-selected or pre-assigned flight plan.

## Increase Traffic Flow

Although a navigational rather than a traffic control device, it is expected that the computer, when used with an adequate traffic control system, can substantially increase traffic flow along air routes. This would be accomplished by closer spacing of aircraft along a single track (assumed to be possible since each plane would have an assigned position and a constant check on whether that position was being held), and by operating several parallel tracks, perhaps ten miles apart, along the same general route. Parallel spacing for this purpose is accomplished simply by dialing different offset distances into the computer of each plane before take-off.

In operation, the computer is pre-set for a desired route (for connected chain of routes) by (1) laying down a line from departure point to destination, reading the bearing of that line from North, and dialing that heading into the computer; (2) dropping a perpendicular from the course line to the position of the

ODR-DME station, measuring the distance along this line from station (offset distance) and setting it into the computer; and (3) measuring the distance from the intersection of course and offset lines to destination and dialing that distance into the computer.

For long flights involving several ground stations it is possible either to pre-set all necessary information and simply switch stations along the way, or to reset the computer in flight for each new station.

In its initial development the computer weighs about 45 pounds—a figure which can be reduced considerably for production models. Accuracy is said to be within one percent up to the full range of the ground transmitter.

Hugo Schuck, chief of aeronautical research for Minneapolis-Honeywell, is credited with a major part of the development work.

## Reversible Feature of UAL's DC-6 Props Ready by Year-End

After solution of early operating difficulties, United Air Lines plans to have the reversible feature of its Hamilton Standard DC-6 propellers in operation by end of the year. The propellers were perfected by United in conjunction with Hamilton Standard Propellers Division of United Aircraft Corp., and Douglas Aircraft Co.

## NWA Plans Long-Range Radio Station Near Tokyo

Northwest Airlines is preparing to build an aeronautical radio station with an operating range of 3,500 miles at Haneda airport near Tokyo. It will be used both for point-to-point and air-ground service along Northwest's Orient route, principally to link together the stations along the route.

Equipment has already been ordered and construction will start shortly. Northwest hopes to have the station in operation by the first of the year. Communications service in the meantime will continue to be provided by Army-owned equipment in Japan.

Eventually, Northwest expects that the Tokyo station will be turned over to Aeronautical Radio, Inc. for the joint use of airlines operating into the area.

Equipment will include two 5-channel, 3-kilowatt Wilcox transmitters with rhombic antennas directed toward Shemya, Manila, Wake, Guam and Shanghai.

In another recent development, Northwest received FCC permission to offer plane-to-ground communications service for passengers. Similar service has already been authorized for AOA, TWA and Pan American passengers.

## PAA Adds More Radar Units

The Pacific-Alaska Division of Pan American Airways is installing SCR 718 radar units on its trans-Pacific Clippers to supplement the APN-1 radar units already in use.

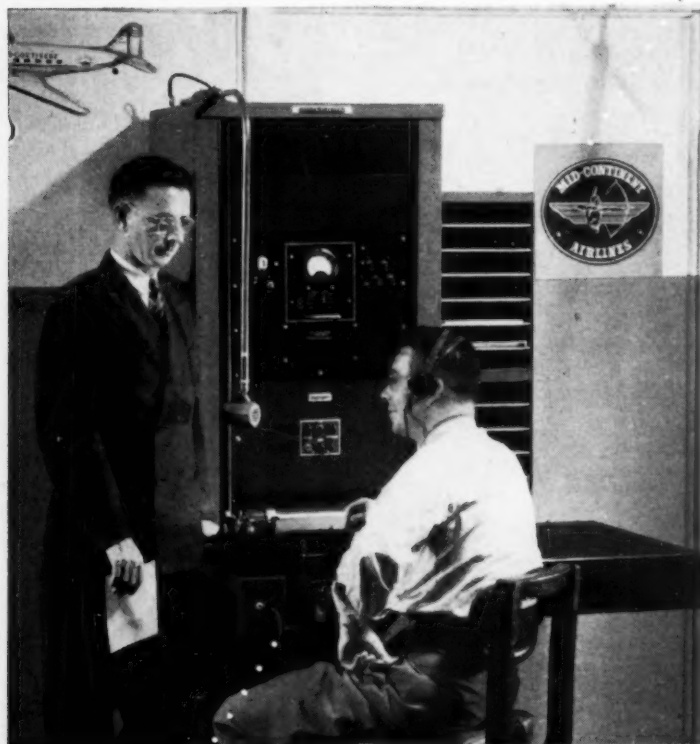


**Delta's New Base**—New offices and shops recently completed as a part of Delta Air Lines' million dollar expansion program include this workable layout of maintenance and overhaul shops and hangar space adjoining a new two-story administration building. In addition to the new buildings, considerable remodeling was done in shop space surrounding the original hangar. Engineering and construction was done by The Austin Company.

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Simple, conventional circuits minimize the number and types of tubes, and require no special training or test equipment for adjustment.

- **Co-Axial Transmission Line Relay Allows Common Antenna**

An automatic transfer relay with co-axial connections permits operation of transmitter and receiver from same antenna.

- **.005% Frequency Stability Without Temperature Control**

A newly developed crystal eliminates need for thermostatic temperature controls and ovens.

- **New Noise Limiter Means Better Reception**

With noise 33 times as strong as desired signal, the receiver output is perfectly intelligible.

- **Selectivity Permits 100 Kc. Adjacent Channel Operation**

Straight sided, flat topped selectivity response curve assures a minimum of interference from adjacent channel transmitters.

*Write Today* for complete information on this compact, high performance equipment



**WILCOX**  
**ELECTRIC COMPANY**

**Kansas City, Missouri**

## 30 Hour Check

By DAVID SHAW

THE HIGH intensity lighting football still hasn't been pushed across anyone's goal line. Tests at Newark and Arcata thus far have not yet brought shouts of approval from all concerned, and there seems to be a certain lack of agreement on exactly how and where more tests should be conducted. The approach light evaluation committee still holds meetings, but their work has been slowed by installation and flight test progress. Latest major development is the publication of a three page report titled "Operational Requirements for Approach Light Systems" in which the committee sets down a number of definitions and requirements on such subjects as limiting visibility, region of guidance, identification of lights, illumination and visibility, colors, and characteristics. These requirements are mostly of a general nature and are not intended to give lighting manufacturers something specific to work on.

Recent gust lock incidents have prompted the CAA to issue a couple of Mandatory Notes which will require a re-work of the gust lock control systems on the DC-4 and DC-6. Compliance date has been set as April 1, 1948. Douglas is attempting to prepare kits in time to permit airlines to meet this date.

Delta Air Lines personnel at Fort Worth have built a hydraulic ladder for fueling DC-4's. Using such assorted materials as the main landing gear strut from a twin-engine Cessna, a regular DC-4 fueling ladder (modified), a DC-3 hydraulic hand pump, and some salvaged chrome moly tubing, Delta's A. D. Clark and Bob Shingler had to lay out only \$1.10 in cash (for some aluminum tubing). The ladder, with a remote pump and valve controls at the top, also serves as a hose support and swinging boom so that one man can do a job which formerly took three men. With the ladder mounted on the walkway on the side of the truck tank, a man can spot the truck facing the outboard engine, raise the ladder and hose to the wing, climb the ladder and then hoist it up and out to keep ladder and hose clear of the wing. The ladder has sufficient swivel to permit filling both outboard and inboard tanks without repositioning the truck or ladder.

Last winter's attempt to get better Weather Bureau observations, by having pilots file reports on all discrepancies between their observations and those broadcast by the Weather Bureau, will be renewed this winter. Fill-in forms are being distributed, and all pilots will be urged to fill one out whenever actual weather conditions differ from those reported. The airlines hope that an impressive collection of these discrepancy reports will lend weight to the argument that in-flight observations should be given official recognition.

November 15, 1947

## Plane-to-Ground Telephone Service Planned by NWA

A plane-to-ground radio-telephone service developed by the American Telephone and Telegraph Co. is being considered by Northwest Airlines for use on its domestic routes.

K. R. Ferguson, vice president-engineering and planning for NWA, said Aeronautical Radio, Inc., would appear soon before the Federal Communications Commission on behalf of the airline to ask government approval of the proposed service.

Toll rates, determined by zones, would compare favorably with rates on ground calls covering similar distances, Ferguson said. Basically similar to two-way telephone service between automobiles and other ground points, the service would enable an airline passenger to step up to a telephone station in the aircraft and speak to his home or office over a static-free telephone system.

Carl E. Swanson, manager of general and aircraft engineering in charge of the project, said studies made by Northwest indicate passengers, especially businessmen, would make extensive use of the service. Passengers would be able, if they desire, to reverse the charges on calls made from planes in order to simplify the routine while in flight.

The telephone company would fur-

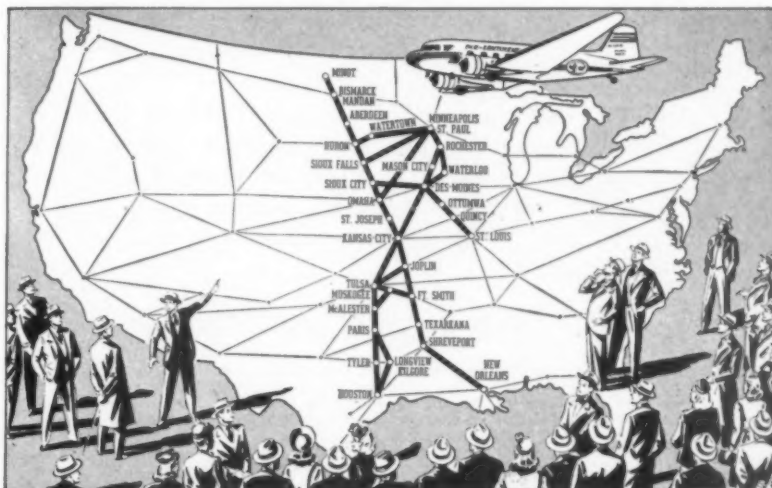
nish and maintain the required equipment, which would add only about 35 pounds to the plane's weight.

## Cost of Fire Prevention Changes Set by AMC

The fire-prevention installations the CAA has ordered put into all DC-3's and DC-4's not later than next May 8 will cost about \$8,000 for the twin-engine ships and about \$31,000 for the larger type, according to specifications worked out by Aviation Maintenance Corporation.

Affecting 260 DC-4's and 511 DC-3's now in use in the U. S., the fire-prevention plan requires removal of engines, re-working of the engine firewall, addition of smoke detectors in baggage compartments and engine nacelles, installation of signal light indicators in the pilot's compartment, and replacing engines.

Reagan C. Stunkel, president of Aviation Maintenance Corp. said his company has completed engineering work and a schedule of shop procedure for the installations, which will require seven days on the DC-3's and 11 days on the DC-4's. Overall price for the DC-3 installation has been set at \$8,044.42, with \$4,063.17 for materials and \$3,981.25 for labor. DC-4 price is \$30,972.57, with \$15,026.57 for materials and \$15,946 for labor.



**Mid-Continent's "Heart of America" Airline** gives convenient connections with 13 major airlines—aggressive business men all over America are discovering that going Mid-Continent saves them precious business hours . . . makes them more money.

Mid-Continent's schedules are planned specially to meet other airline flights . . . so when you want to get the most out of the Heart of America—go Mid-Continent.

### CONNECTIONS AT

Kansas City—Braniff • Continental • TWA	Des Moines—United
Tulsa—American • Braniff • Continental	Minneapolis-St. Paul—Inland • Northwest
Shreveport—Chicago & Southern • Delta	St. Louis—American • Chicago & Southern • Eastern • TWA
New Orleans—Chicago & Southern • Eastern • National • Pan American	Bismarck—Northwest
Houston—Braniff • Eastern • Pan American • Pioneer	Huron—Inland
Omaha—United	Joplin—American
	Texasarkana—American
	Tyler—Delta

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Truckers can't allow equipment to stand idle. So they get replacement parts the fastest way—by Air Express. *Speed pays.*

Newsreels and new films always travel in a hurry. So the film industry is a big user of Air Express. *Speed pays.*



When medical supplies and equipment are urgently needed, hospitals and public health officials rely on the speed of Air Express. *Speed pays.*



## TWA Volunteer Plan Offers 24-Hour Fire Protection

A volunteer fire department with a membership of 66 men from the maintenance and engineering departments is providing TWA's International Division with full three-shift protection at its New Castle County Airport base near Wilmington Del.

The TWA plan dictated by force of circumstances when the airline moved to New Castle and found that the county could provide only seven men to man a fire engine and crash truck 24 hours a day to protect 212,814 square feet of exposure, should offer pointers to municipalities lacking adequate airport fire protection since withdrawal of Army funds last year.

Fire-fighting equipment used by the TWA volunteers, who are headed by Chief Paul Cameron and a deputy for each shift, includes: two crash trucks—one carrying 200 pounds of CO<sub>2</sub>, 300 gallons of water, a high pressure pump and foam nozzles, and the other providing 200 pounds of CO<sub>2</sub> and a booster tank—plus one pump truck carrying 250 gallons of water, 1,000 feet of 2½-inch hose, and having a pump capacity of 750 gallons per minute.

Each volunteer goes through a program of thorough training, utilizing all available material for instruction, discussion and demonstration of the theory of fire and its control. All protective apparel for the department is furnished by the airline.

## New York Port Authority Takes Over Newark Field

The Port of New York Authority assumed control of the Newark, N. J. airport and seaport, Oct. 23, under a 50-year lease ending long controversy. Signing of the lease eliminated the final barrier to P. A.'s \$70,000,000 expansion program. As envisaged by the Authority, Newark will accommodate 1,000 operations daily and employ 25,000 persons by 1960, as a major link in the regional airport plan. It is intended to surpass La Guardia Field in traffic volume, with both fields supplementing N. Y. International Airport (Idlewild).

## Boxcar Sealing Methods Adopted by Flying Tigers

Flying Tiger Line has adopted railroad boxcar sealing methods to the sealing of cargo planes. The planes are locked and sealed except when actually being loaded or unloaded according to manifests. Sealing procedures are rigidly in accordance with interstate cargo regulations, enabling the airlines to call in the FBI if a seal is broken by an unauthorized person with intent to commit larceny.

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## SAFETY SLANTS

**YOU HAVE** probably heard the story of Sam, the little colored boy who stepped into a phone booth one day, called Mr. Johnson, the local druggist, and asked, "Mr. Johnson, do you need a little colored boy to sweep the store and run errands?" Johnson replied, "No, son, I have a good little boy now." A friend, who had observed Sam's actions said: "Say, Sam, you work for Mr. Johnson now." Sam replied, "That's right. I was just checking up on myself."

Checking up on oneself is good business. If we just step back occasionally and get an honest unbiased opinion of how we are doing it will help us from straying too far. Many small operators cannot afford to employ safety and fire specialists to give them the benefit of their experience, but all operators, large and small, carry insurance.

Why not invite your insurance company to send an engineer in to make a survey of your operations? He can at least give you an idea of how your set-up looks to an outsider and you may be sure he will pull no punches. You may not agree with every one of his recommendations, but there is no doubt that they will at least give you some substantial food for thought.

\* \* \*

What is your idea of a good crash emergency vehicle? What should it be expected to do and what will it need to do this? There are two things that a crash truck primarily is needed for:

1. It should be capable of getting there quickly and extinguishing reasonable sized fires.

2. It should provide protection for rescue operations.

A Jeep with a few hand extinguishers or at most some large CO<sub>2</sub> cylinders or a dry powder unit will meet the first requirement. The second requires high pressure fog and a booster tank with hundreds of gallons of water. Anyone can operate a Jeep type unit and there is no reason why every airport should not have at least this minimum. Trained crews are required to handle rescue type equipment. You cannot expect men to go through fire and smoke unless they are properly equipped and have the confidence that only experience can give.

\* \* \*

Walter Johnson, Safety and Equipment Engineer of ANTSCO must be tearing his hair out over the hodgepodge assortment of equipment to which his organization has fallen heir. The variety of equipment used by each airline has been multiplied many times over and certainly multiplies the maintenance problem, to say nothing of the operational hazards it creates. Walter would probably be happy if he could junk the whole lot and start off fresh.

About six months ago a water type cabin fire extinguisher for aircraft was announced. To date apparently no airline has adopted this unit although its superiority over carbon tetrachloride and carbon dioxide for so-called Class "A" fires, or fires in ordinary combustibles, is unquestioned.

November 15, 1947

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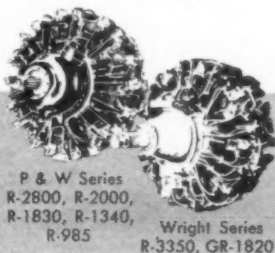


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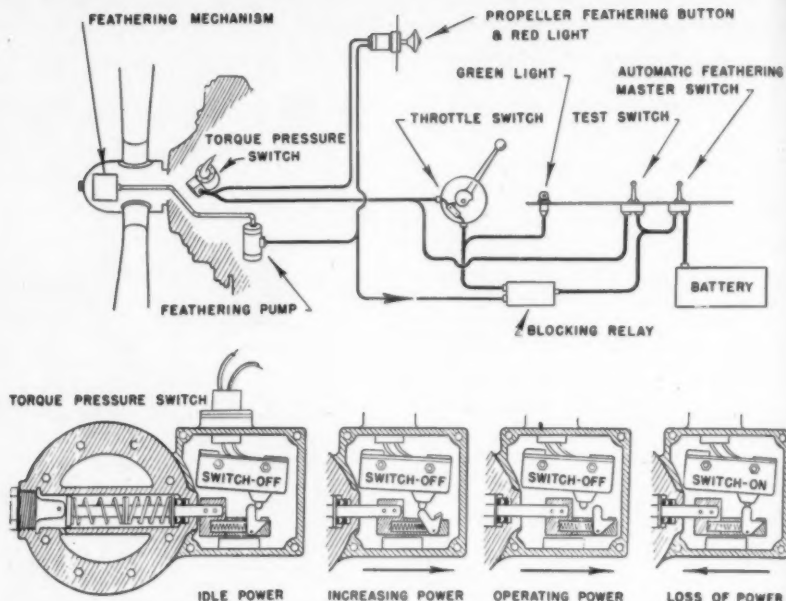


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*Computing*  
**AIRCRAFT REFUELERS**

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**THE WAYNE PUMP COMPANY**  
FORT WAYNE 4, INDIANA



Simplicity of the automatic propeller feathering system in the Convair Liner is demonstrated by the circuit diagrams across the top. Lower illustrations show operation of the torque pressure switch, main component of the system

### Convair Automatic Prop Device Found Satisfactory

The automatic propeller feathering device incorporated in Consolidated Vultee's new twin-engine Convair Liner has been tested thoroughly and has proved satisfactory for use either with Curtiss electric propellers or with Hamilton-Standard propellers, company engineers report.

Designed by L. J. Bordelon, chief flight engineer for Convair's San Diego division, the automatic device does not affect manual feathering in any way.

Turned on at the pilot's discretion when used with Hamilton-Standards, electrical power is supplied to the automatic feathering circuit and a green indicator light goes on. When the throttles are more than three-quarters open, a throttle switch closes and further energizes the circuit. Should power drop sharply while the throttle is still advanced beyond the 75% mark, the pressure switch closes and draws in the feather button, which remains in automatically. This accomplished the feathering operation through the normal system.

#### Light Indications

When the feather button is drawn in, power for the automatic system for the both sides cuts off and the green light on the instrument panel goes off. This assures that the other propellers cannot feather automatically. Also, while the feather button is in, a red light within it informs the pilot that the engine has failed and the propeller is feathering.

With the feathering master switch off, the automatic system is out of action and the propeller can be feathered manually as usual. When used with Curtiss electric propellers, a feathering relay for each automatic system is required since the regular feather control cannot be actuated remotely, the blocking relay being eliminated.

### Airlines Approve Chicago's Plan for Douglas Airport

Airlines operating out of Chicago have approved the city's plans for development of Douglas Airport, including a tangential system of 10 runways. The CAA, the city and the state previously had approved the plans.

The project will cost \$75,000,000. The CAA has agreed to provide \$17,000,000 over the construction period, and \$24,000,000 had been approved for work in 1947 and 1948. The city has \$14,000,000 available from a bond issue and the city hopes to receive a commitment soon from the state for \$14,000,000 over the next five years. The remainder would come from the sale of bonds backed by the commitments of the airlines regarding fees for use of the terminal.

### UAL Receives Last of Its DC-6's

United Air Lines recently received the last of 35 DC-6's from Douglas Aircraft Co. J. A. Herlihy, v.p., said the planes had logged total of 3,648,200 revenue miles between April 27, when first placed in service, and Oct. 15.



## New Method of Combatting Icing Revealed by G.E.

A new method for combatting aircraft icing by clearing a hole in an icing cloud through which an airplane can either descend or ascend safely has been revealed by the Research Laboratory of the General Electric Co.

A by-product of the joint weather research program of the Signal Corps, the Office of Naval Research, the AAF and General Electric, the new ice-preventive method is based on the Schaefer-Langmuir Method of seeding supercooled clouds with dry-ice pellets to produce snow and rain, and thereby clear or "dry-up" the cloud, or a part of it.

Since an icing cloud is always supercooled, in which condition its moisture is liquid even though below freezing, the dry-ice technique is naturally adapted to disintegration of icing clouds. Within 15 minutes after seeding a cloud, the report said, it should be possible for a plane to find a hole through which it could descend or ascend without encountering icing.

## Capital Airlines Pilot Gets Injunction to Protect Ranking

Richard I. Edwards, pilot for Capital Airlines, has obtained a temporary injunction enjoining the airline and the Air Line Pilots Association from reducing his status on the pilot list and reducing his rank from captain to co-pilot. Hearing on a permanent injunction will be held shortly, and meanwhile Edwards retains his original ranking.

The complaint filed by Edwards' attorney states that a joint pilot-management committee insisted that his rights and privileges should date from November, 1945, when he returned to the airline after service in the Navy, instead of dating back to the time of his original employment on Dec. 31, 1940.

It also was alleged in the complaint that ALPA repeatedly ignored Edwards' application for membership in the organization, and that a committee composed of two ALPA members and a management representative had reduced him from No. 60 on the pilot list to No. 243, depriving him of benefits which would accrue under a higher rating and making a difference of approximately \$5,000 in his annual earnings.

## POA Lease Agreement with Slick

Pacific Overseas Airways has entered a lease arrangement with Slick Airways to fly three cargo trips weekly between Burbank, Calif., and Newark.

November 15, 1947

## Few Stewardess Nurses

Nurses for stewardesses are still in short supply and coeds, who came in during the war, continue to dominate the ranks. Col. A. D. Tuttle, medical director of United Air Lines, states that only 12% of stewardesses now flying are registered nurses.

## Sales Rights to Hughes Radar

Hughes Aircraft Co. has fixed a price of \$400 for the Hughes Radar Warning device except for the domestic airlines, which may purchase it at cost. The Hughes company will make sales direct to the domestic carriers, but all other sales, including those to foreign airlines and the American international operators, will be made through the Pacific Air-motive Corp., which has been given an exclusive sales contract for the device. The \$400 price is for the standard 24-volt unit. A 12-volt unit will be higher priced.

## Pacific Overseas Sells C-54

South African Airways has purchased a Douglas C-54 from Pacific Overseas Airlines. The sale reduces POA's fleet to seven C-54's, two of which have not been converted and are inoperative.

## Airlines Check Pilots On Take-Off Procedures

A program design to indoctrinate all airline pilots in the proper preparation and procedure for take-off under transport category regulations has been initiated by the Air Transport Association. All airlines have been asked to scrutinize their training programs with respect to take-off regulations and to report to ATA on what has been done to insure that all pilots fully understand the formula—particularly as it applies to 4-engine equipment.

The ATA action follows a recent recommendation of the President's special air safety inquiry group which said in part: "The Special Board recommends that immediate measures be taken to further indoctrinate transport aircraft pilots in the use of the formula in CAR 61.7122 for computing allowable take-off weights and in the significance of the factors utilized in the formula."

## Radio Overhaul at LAS

Lockheed Aircraft Service maintenance facilities at MacArthur Airport, Sayville, L. I., have been augmented with addition of an independent radio overhaul installation, Airmar Radio Service, operated by C. W. White, Jr., former foreman of American Overseas Airlines radio shop.

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## New Equipment

### Midget Auxiliary Fire Truck Available for Airport Use

Announcement that CAB proposes prohibiting scheduled air carrier aircraft from landing and taking off at airports lacking adequate fire-fighting equipment and personnel lends added interest to the announcement that a Buffalo firm has put on the market a small, inexpensive auxiliary airport fire truck and general utility vehicle.

A product of the Motorette Corporation, 1560 Harlem Road, Buffalo, the vehicle was originally designed as a pleasure car but was successfully adapted to use at airports.

Mounted on a three-wheeled chassis and powered by a single cylinder air-cooled engine of six horsepower, the Motorette is capable of a top speed of 45 mph, gets 60 miles to a gallon of gas, and can be turned within the length of its own wheelbase.

Through use of a new combination automatic clutch and constant-speed transmission, it operates without any shifting of gears and has a very fast pickup. Standard equipment includes starter, generator, battery and lights.

Cost of the unit, exclusive of its fire-fighting equipment, is reported to be around \$500, and upkeep cost is said by the manufacturer to be less than that of a motorcycle. This should make it attractive to airport operators who cannot afford a large financial outlay for added fire protection.

When not working in its fire protection role, the Motorette can perform other useful airport tasks, such as ramp service and playing the familiar role of "Follow Me" for itinerant pilots.



**Midget Fire Engine**—The Trukette auxiliary airport fire truck, built by Motorette Corp. of Buffalo, is designed to meet need of airports for protection against engine fires on the starting line. It is equipped with four 2-pound, and two 5-pound CO<sub>2</sub> nozzle-equipped bottles, and has speed of 45 mph for ramp operation.

### Hose Test Machine

A high pressure hose test machine for use in testing, under static pressure up to 10,000 psi, of all air-



craft high pressure hose lines from 1/4" to 2" diameter has been announced by Greer Hydraulics, Inc. of Brooklyn, N. Y. First of the machines has been delivered to Pan American Airways.

The unit, known as Model HT-1, is completely self contained in an all-metal cabinet and needs no external connection other than the shop air pressure line. Nine pressure outlets and valves are provided, making it possible to test up to nine hose lines simultaneously. The test chamber incorporates a steel pump covered with a thick plexiglass door to offer the operator instant visibility and ample protection in case of hose rupture.

Specifications are obtainable from manufacturer at 454 Eighteenth St., Brooklyn 15, N. Y.

### Monel Flexible Tubing

The development of flexible metallic tubing made from monel metal has been announced by Titeflex, Inc., 577 Freylinghuysen Ave., Newark 5, N. J. It is recommended for use where severe corrosion or high temperatures are encountered; specifically where operating temperatures are around 300° F. or where brass tubing

does not meet corrosion resisting requirements.

The new Titeflex monel tubing will be supplied in four temperature ranges, each determined by the melting point of the solder used in the seam of the innercore. Sizes and fittings are the same as for standard Titeflex brass flexible tubing, but monel fittings and braid can be supplied for special conditions.

### Warm-Food Oven for AA Developed by South Wind

A compact, lightweight warm-food oven to provide hot meals for airline passengers has been developed by



South Wind Division of Stewart-Warner Corp., in cooperation with American Airlines. Approximately 550 of the new units have been ordered for installation in AA planes.

Designed to AA specifications, the six-tray oven weighs less than 15 lbs., and has food temperature range from 140 to 200 degrees F. Twelve casserole dishes can be warmed simultaneously, two on each of the six trays. Thus a DC-6 seating 52 passengers would require only five units.

### Packaged Runway Lighting

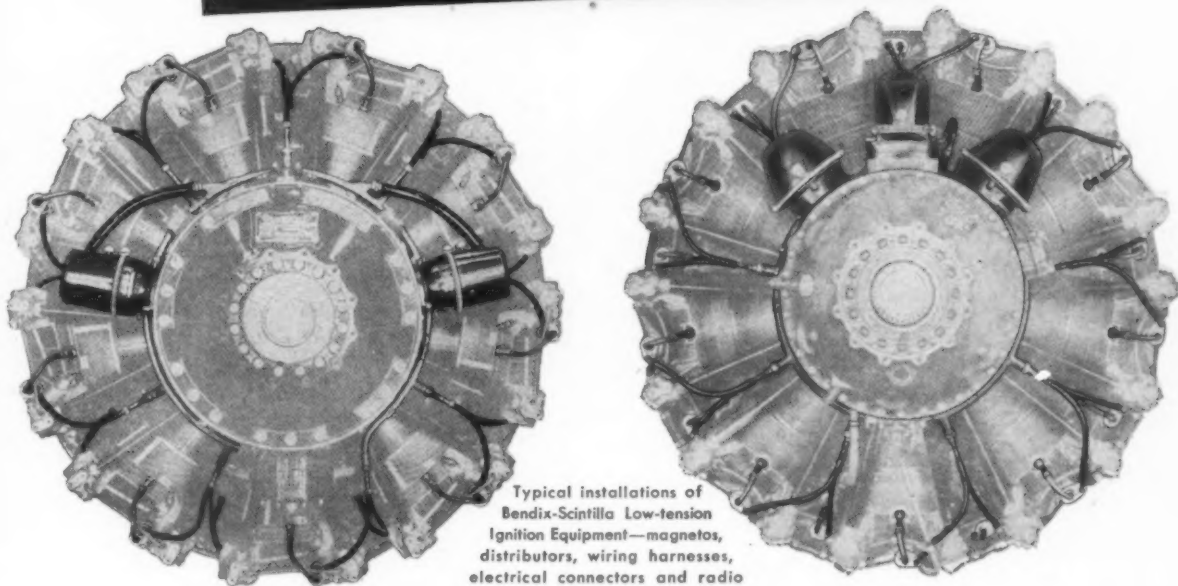
A packaged runway lighting system said to contain all equipment necessary to illuminate airport landing strips has been developed jointly by the Lighting Division of the General Electric Company and the American Gas Accumulator Co., of Elizabeth, N. J.

Designed for small airports, the system includes enough lighting capacity for runway lengths of less than 7,000 feet, the lights being mounted at 200-foot intervals on stands 18 to 20 inches above the ground. Lighting intensity can be lowered or raised to suit weather conditions. The system will illuminate boundaries of runways rather than boundaries of an entire airport.

AMERICAN AVIATION

# *For Power at its Peak...* **BENDIX-SCINTILLA**

## **IGNITION EQUIPMENT**

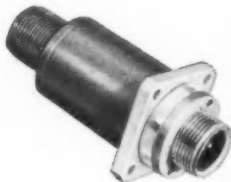


Typical installations of Bendix-Scintilla Low-tension Ignition Equipment—magnetos, distributors, wiring harnesses, electrical connectors and radio filters—on recent and leading engines.

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\*TRADE MARK

Bendix-Scintilla Radio Interference Filters are designed for insertion in aircraft ignition grounding circuits. Extremely successful in eliminating radio noise at very high frequencies.



Bendix-Scintilla is also a leader in the field of Diesel Fuel Injection Equipment, and it is in wide use on railroad, marine and stationary Diesel engines.



Bendix-Scintilla Electrical Connectors are built in a wide variety of sizes and types. Precision-designed to give a pressure-tight, water-tight and radio-quiet assembly.

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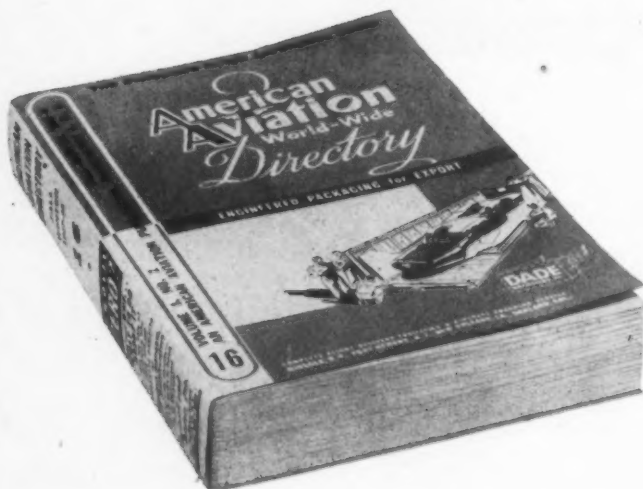




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## Product Literature

A new bulletin published by Lord Manufacturing Co., Erie, Pa., describes in detail the Lord Dynafocal Radial Engine Suspension MR-26 for R-1830 and R-2000 engines. It contains complete specifications and assembly detail of the MR-26. Copies of the bulletin may be had by writing to Lord Mfg. Co., Erie, Pa., and asking for Bulletin No. 500.

A 32-page booklet entitled "A New Era in Liquid & Gas Flow Measurement" describes advantages of the FLORATOR meter, formerly called Rotameter, for flow rate measurement. Profusely illustrated, the bulletin discusses numerous subjects of interest to the engineer unacquainted with variable-area type of flow measurement instruments. Requests for the literature should be addressed to Fischer & Porter Co., Dept. 4J-F, Hatboro, Pa.

Properties and applications of Tenite cellulose ester plastics are described in a revised edition of the book "Tenite" prepared by Tennessee Eastman Corp., Kingsport, Tenn. The book includes a section devoted specifically to the aviation applications of the plastic.

### Surplus C-46's Available At Flat Price of \$5,000

Surplus C-46 Curtiss-Commandos in the A and D series are being offered for sale by the War Assets Administration at a flat price of \$5,000, on a non-priority, "as-is, where is" basis.

The planes, formerly offered at \$10,000, \$12,500 and \$15,000 each, depending upon condition, were used by the Army as cargo planes but are adaptable to all phases of air carrier operation. Many of them have low flight time for airframe, engine and propeller.

Purchases of the C-46's may be made with a 15% down payment, the balance payable in 36 equal monthly instalments with interest at the rate of 4% per annum. Four hundred and eighty-two of the planes are located at Walnut Ridge, Ark.; 111 at Augusta, Ga., and 34 at Ontario, Calif.

### Parker Announces Service Charges

Flat-rate charges for the overhaul and modification of Parker selector valves have been announced by Fred Amon, aircraft sales manager for the Parker Appliance Co., Cleveland, Ohio.

Service on the valves includes inspection and testing, factory rebuilding with any new parts needed, and incorporation of latest design improvements such as modified shaft seals, dust covers and protective washers.

Airlines are offered one-week service at either the Cleveland or Los Angeles plants of the company.

AMERICAN AVIATION

## 75% Via U. S. Carriers:

# 80,108 Travel N. Y.-Europe By Air in First 6 Months

Air passenger traffic over the Atlantic in both directions increased 19.3% the first six months of this year over the last six months of 1946, with U. S. carriers flying 75.57% of the schedules and transporting 75.40% of the total traffic.

These and other facts attesting the dominant position of this country's airlines on the North Atlantic route are shown in an analysis of trans-Atlantic air passenger traffic, outbound from and inbound to New York City from January, 1946, through June, 1947, which was released last fortnight by the Analyses Division of the Economic Bureau, Civil Aeronautics Board.

The report shows that 80,108 passengers entered or left New York on trans-Atlantic flights the first half of this year, as compared with 67,135 in the last six months of 1946. The increase over the first six months of 1946 would be much greater, but such a comparison would not be valid because air service over the Atlantic, particularly by foreign carriers, had not started at all or was just getting started the first half of last year, and was operating under conditions of extreme equipment shortage.

Of the total, Pan American, TWA, and American Overseas carried 60,398, with six foreign carriers—Air France, SABENA, KLM Royal Dutch

Airlines, British Overseas Airways, Scandinavian Airlines System, and Swissair—transporting 19,710.

This compared with a passenger total of 67,135 on all trans-Atlantic lines in the last half of last year, when the three U. S. airlines carried 51,606, or 76.87% of the total, and the foreign-flag lines reported only 15,529 passengers.

Pan American led all other carriers the first half of this year with 25,202 passengers, and American Overseas was second, with 20,974. Both of these exceeded the total of 19,710 carried by all the foreign airlines combined. TWA carried 14,222 passengers, which exceeded traffic of any two of the foreign carriers.

The 19,710 passengers carried on the latter were as follows: KLM, 5,245; SAS, 5,223; BOAC, 4,851; Air France, 4,031; SABENA (operated only 16 flights during the period), 237; Swissair (only six flights), 123.

With regard to schedules operated, there were 3,361 in the first six months of this year, or 90% as many as in entire 1946 when 3,670 flights were made.

American Overseas, which last year led all carriers in the number of schedules across the Atlantic, yielded first place to PAA during the January-June period this year by the scant margin of one schedule. PAA op-

## No 'Typical' Passenger

There's no such thing as a "typical" international air traveler, according to the conclusion drawn from a recent survey of 1,391 passengers traveling on TWA's International Division.

This survey showed that the group represented 280 different occupations and 49 nationalities, and ranged in age from less than one year to 80 years. Of all occupations, housewives led the list, accounting for 18%. Merchants were next (8%); students, technical workers and skilled laborers accounted for 15% more, and the remaining 59% was spread over 275 occupations. Reflecting the abnormality of world conditions today, occupations ordinarily rating high from an international travel standpoint—business executives, managers, lawyers, salesmen, entertainers and teachers—provided only 11% of the total.

erated 989 flights, and AOA had 988. Both topped the combined schedules of all foreign carriers. TWA maintained third place, with 563 flights. Trips flown by the others were as follows: SAS, 243; BOAC, 226; KLM, 180; Air France, 150; SABENA, 16, and Swissair, 6.

Westbound flights were fewer in number than eastbound—1,660 against 1,701—but westbound passengers outnumbered those bound for Europe 43,614 to 36,494, reflecting the extent to which alien travel across the Atlantic exceeded that of U. S. citizens. This continued the trend for the year 1946, when 55,202 trans-Atlantic passengers were aliens and 49,778 were citizens of this country.

Significantly 32,273 of the 46,239 aliens making the crossing the first half of this year traveled on U. S. airlines, and 13,966 used their own national airline or some other foreign air carriers. Of the 33,869 Americans who flew the Atlantic during the period, 28,125 flew on either TWA, PAA, or AOA, and 5,744 chose to travel on one or the other of the foreign carriers.

Percentage-wise, 83.04% of the U. S. citizens traveled on U. S. airlines, and 69.80% of all the alien air travelers did likewise. The percentage of U. S. citizens to total traffic in both directions was 42.28%, running at 56.26% on eastbound flights and at 30.58% westbound.

The best passenger load average across the Atlantic the first six months of this year was that of KLM, which averaged 29.1 passengers on each of its 180 flights. Air France followed, with an average of 26.9 passengers on each of its 150 flights. Other averages were as follows: Pan Am, 25.5; TWA, 25.3; BOAC, 21.5; SAS, 21.5; AOA, 21.2; Swissair, 20.5; SABENA, 14.8.

## Trans-Atlantic Air Traffic

January through June 1947

(Via U. S. and Foreign Scheduled Air Carriers)

Carrier and Country	Number Trips	No. Passengers Carried			Percent U. S. Citizens to Total Passenger Traffic
		Total	U. S. Citizens	Aliens	
American Overseas	998	20,974	10,525	10,449	50.2
Pan American	909	25,202	10,017	15,185	39.7
TWA	523	14,222	7,523	6,699	53.3
<b>All U. S. Carriers</b>	<b>2,540</b>	<b>60,398</b>	<b>28,125</b>	<b>32,273</b>	<b>46.6</b>
Air France	150	4,031	1,253	2,778	31.1
BOAC	226	4,851	1,238	3,613	25.5
KLM	180	5,245	1,251	3,994	23.8
SABENA	16	237	78	159	32.9
Scandinavian (SAS)	243	5,223	1,896	3,327	36.3
Swissair	6	123	28	95	22.8
<b>All Foreign carriers</b>	<b>821</b>	<b>19,710</b>	<b>5,744</b>	<b>13,966</b>	<b>29.1</b>
<b>Grand total U. S. and Foreign carriers</b>	<b>3,361</b>	<b>80,108</b>	<b>33,869</b>	<b>46,239</b>	<b>42.3</b>
<b>Percent U. S. carriers to Total</b>	<b>75.6%</b>	<b>75.4%</b>	<b>83.0%</b>	<b>69.8%</b>	

November 15, 1947



Packet-helicopter teams which will provide a rescue service for any spot on earth are one of the goals of the Air Force.

The need was dramatically demonstrated recently when the Air Rescue Service of the Air Transport Command transported helicopters in Fairchild's Flying Boxcars to the jungles of Nicaragua. Crew members of a Flying Fortress lost in the almost impenetrable jungle were located and transported to safety by this efficient team.

The C-82 Packet, with its huge unobstructed cargo capacity and its range can also serve the nation in peacetime as a fast, versatile "plane of mercy", flying in and out of short airstrips wherever the emergency needs of floods, hurricanes and other disasters require. Together with a helicopter which can hover like a humming bird over impassable terrain, they make an unbeatable team that offers welcome protection to civil and military aviation all over the world.

**Fairchild Aircraft**

Division of Fairchild Engine & Airplane Corporation, Hagerstown, Maryland



## Excess Baggage Brings \$3,291,000 To Airlines in First Half

Decisions of air travelers to pack an extra bag at the last minute, or to toss a few extra pounds of clothing into an already packed bag are a substantial source of revenue to U. S. airlines. Figures compiled from airline reports to the CAB indicate that for the first six months of this year excess baggage revenues amounted to \$3,291,456, spread over more than 30 domestic trunklines, feederlines and international airlines.

This tendency of air travelers to carry along more baggage than handled free by the carriers added more than \$100,000 to the half-year revenues of eight airlines and poured well over \$1,000,000 into the coffers of one carrier—Pan American Airways.

On most United States airlines a passenger is given a free baggage allowance of 40 pounds for travel within the country, 55 pounds on flights to Alaska, Honolulu, and Mexico, and 66 pounds on trans-Atlantic flights. Baggage in excess of these allowances must be paid for at the rate of 1/2 of 1% of the full one-way fare per pound, with a minimum of 25c. This apparently does not discourage many travelers from carrying excess baggage.

### Heavy on International

It is almost axiomatic that the longer the distance over which a person is to travel the greater is his need for luggage, and this is borne out by the airline revenue reports. These show that excess baggage revenues of the international carriers amounted to \$1,659,682, which was the equivalent of 2.9% of total passenger revenues; excess baggage revenues on the domestic trunklines totaled \$1,628,658, or 1.2% as much as passenger revenues; and baggage collections on the feeders represented only 4/10 of 1% of passenger revenues.

Most feederline passengers carry only a brief case or an overnight bag, with most of the excess baggage payments on these carriers coming from inter-line rather than from on-line passengers.

The \$3,291,456 in excess baggage revenues collected by all the airlines represented only 1.6% of the amount collected in passenger fares—\$198,327,337—but it was 10.6% as much as was collected by the airlines for carrying the mail, 29.6% as much as express revenues, and 89.3% as much as freight revenues. The latter figure is due largely to the fact that the international airlines carried very

little air freight but lots of excess baggage, their collections from the latter source being more than six times as great as for freight. Domestically, excess baggage revenues amounted to nearly one-half as much as freight revenues.

Major recipient of excess baggage revenue was Pan American Airways, Latin American Division, which collected \$889,169 from this source during the first half of this year. In second place was Eastern Air Lines, which collected \$375,811, due probably to the extensive wardrobes carried by visitors to the resort areas served by that carrier.

Others collecting sizeable excess baggage revenues included: American Airlines, \$345,641; TWA, International Division, \$293,557; TWA, Transcontinental Division, \$218,280; United Air Lines, \$210,037; Pan American, Atlantic Division, \$182,333; American Overseas, \$125,568; National, \$117,088.

### REA Agent for PAL

Railway Express Agency has been appointed receiving agent for Philippine Air Lines for the pickup and dispatch of express cargo destined to points served by the airline in the Orient.

### \$300 Daily from Parking Fee

Establishment of a 25c parking fee at Los Angeles Airport is bringing in an average of \$300 per day.

## UAL Revises Schedules To Improve Regularity

A new airline scheduling plan, designed to increase regularity in fall-winter operations, was placed into effect by United Air Lines on Nov. 1. Schedules were revised between 74 cities on its system to help insure "on time" departures and arrivals in the difficult operating months ahead.

Basic features of the new flight pattern are shorter trips for twin-engined planes and greater use of four-engined craft for long-haul service between key points. Certain planes are assigned to definite sections of UAL's system, as contrasted with the former method of operating the fleet over the entire system. Turnarounds at destination points have been lengthened and additional planes placed in a reserve pool.

In many instances, the new system not only provides increased service for medium-sized cities to nearby points but also makes possible faster long-distance trips.

## Southwest Enters Agreement With Hertz Driv-Ur-Self

Southwest Airways has entered into an agreement with Hertz Driv-Ur-Self Co. whereby air travelers may arrange for rental of an automobile in advance at six cities on the line: Los Angeles, Oakland, San Francisco, San Jose, Santa Barbara, and Ventura. It is planned to extend the service to other cities later.

A similar arrangement was previously announced by Northeast Airlines. (AMERICAN AVIATION, Nov. 1, 1947, p. 33).



**EAL Emporium**—Eastern Air Lines recently opened this permanent ticket office in the new Airlines Terminal Building, Lincoln and Collins Aves., Miami Beach, Fla. Picturesque feature is a 7 x 35 ft. mural above the counter, showing off planes of the Great Silver Fleet—a new-type Constellation, a DC-4, and a DC-3.

## New Services

Chicago and Southern has set Dec. 1 for opening of its new Kansas City-Memphis route.

Western Air Lines has opened daily round trip service between Los Angeles and Palm Springs, from both Lockheed Air Terminal and L. A. Airport.

Wisconsin Central Airlines plans to inaugurate its initial feederline service in January to 23 of its 44 cities in Wisconsin, Michigan, Minnesota, and Illinois.

TWA added four cities in the Great Lakes region and one in Arizona to its system on Nov. 1. Company is serving Cleveland for first time with two round trips daily to the west coast, and one round trip between Cleveland and Cincinnati via Mansfield and Dayton. Mansfield and Zanesville, Ohio, along with Richmond, Ind., received their first scheduled airline service when they were added to TWA's system. Prescott, Ariz., is now a stop between Phoenix and Boulder City, Nev.

Eastern Air Lines has inaugurated service into Anderson, S. C., with two DC-3 flights daily, one northbound and one southbound.

Capital Airlines plans to add Charleston, W. Va., to its system on Dec. 1, with service into the new Kanawha County Airport.

American Airlines now claims the fastest daylight service from New York to Mexico, with a DC-6 flight leaving N. Y. at 9:30 a.m. daily, connecting at

Dallas with another DC-6 which arrives in Monterrey at 7:20 p.m. and in Mexico City at 9:35 p.m. the same day. American also has inaugurated twice-daily DC-4 service between New York and Toronto.

## International

BOAC is now by-passing Gander and flying nonstop to Shannon and Prestwick, cutting to 14½ hours the elapsed flight time from New York to London. Departures from N. Y. are daily, except Monday, at 7 p.m., with Tuesday and Wednesday flights going direct to Prestwick, and all others direct to Shannon.

KLM has re-established its direct Amsterdam-Berlin service on a weekly basis.

Air France has inaugurated weekly Constellation service from New York to Cairo and Lydda beginning Nov. 5. Service is to Paris and then, after a two-hour refueling stop, direct to Cairo and on to Lydda.

## Braniff Begins DC-6 Service

Braniff Airways began daily service with Douglas DC-6 equipment on Nov. 5, with four trips daily between Dallas and Chicago, Dallas and San Antonio, and Dallas and Houston. The six DC-6's are of the sleeper type, designed for sleeper accommodations on the international service. In preparation for this, all signs in the planes are in both Spanish and English.

## NWA Revises Schedules To Suit Passengers

Closer gearing of its flight schedules to the desires and needs of passengers in all its route cities is being effected by Northwest Airlines, with a program that will be accelerated when the company receives all of the 10 Martin 2-0-2's it is acquiring.

Purpose of the new policy is to accommodate as many passengers as possible all the way along Northwest's transcontinental route by three principal procedures.

First, regular service is being revised to give the public, so far as is practicable, the flights they want at the time they want them. Secondly, flights are being stepped up on days of the week when there is greatest demand for air travel. And, finally, extra sections will be flown whenever there is an overflow from regular flights, such as occurs frequently on holidays and week ends.

Flights will be geared not only to business appointments, but also to such things as scenes and sites that the tourist may want to view by daylight. As an example, Northwest's flights to Alaska were re-scheduled so that travelers might view the scenic splendors of the country by daylight on flights in both directions.

## EAL Names Six Regional Managers for Cargo Sales

With air freight shipments steadily increasing, Eastern Air Lines has expanded its cargo department into six regions and named regional managers throughout its system.

The new regional cargo sales managers and their home base are: Samuel A. Walsh, New York, formerly traffic and sales representative in that city; Alexander G. Harris, Newark, formerly city manager there; H. Joseph Thomas, Miami, formerly in reservations there; L. Deen Schwartz, Chicago, formerly traffic and sales representative there; J. R. Handley, Detroit, formerly traffic and sales representative in Evansville, Ind.; and Edwin S. Byrd, Jr., Atlanta, formerly traffic and sales representative in that city.

## TWA Promoting Winter Tours

An extensive advertising and publicity campaign promoting four-day week ends in the Southwest area around Phoenix is being mapped out by TWA officials in a series of conferences with winter resort operators. This campaign will be carried on in addition to the company's promotion of Mediterranean winter tours, travel to Switzerland during the winter sports season, and the idea of "flying home for Christmas."

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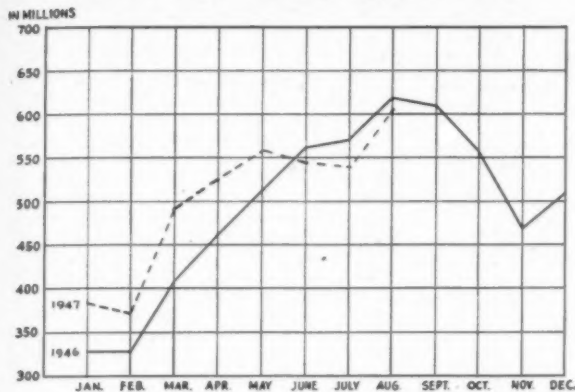
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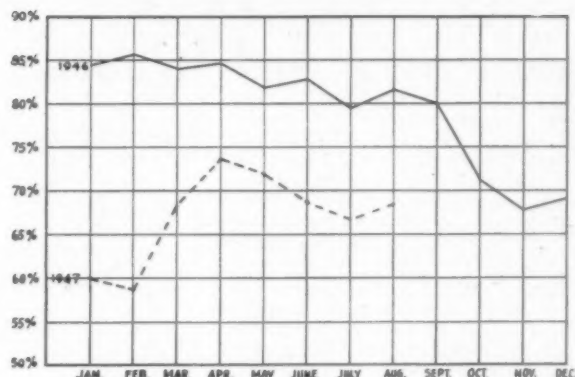


## Revenue Passenger Miles



August was the third consecutive month that domestic airline revenue passenger miles have lagged behind 1946 (left), while average pas-

## Passenger Load Factor



senger load factor climbed back to 67.9% in August after declining to 62.3% in July.

## U. S. International Airline Traffic for August

AIRLINES	REVENUE PASSENGERS	REVENUE PASSENGER MILES	AVAILABLE SEAT MILES	PASSENGER LOAD FACTOR	U. S. MAIL TON-MAILES	FOREIGN MAIL TON-MAILES	EXPRESS TON-MAILES	FREIGHT TON-MAILES	TOTAL TON-MAILES	REV. TRAFFIC TON-MAILES	AVAILABLE TON-MAILES	% AVAILABLE USED	REVENUE PLANE-MILES	SCHEDULED MILES	% SCHEDULED MILES COMP. LIFTED
American	7,524	6,084,000	9,075,000	67.0%	9,504	839	• • • •	103,321	744,057	1,220,781	60.9%	228,339	226,800	100.0%	
Amer. O'Seas	8,308	21,865,000	30,905,000	70.8%	127,566	11,248	195,330	• • • •	2,693,330	4,538,896	59.3%	895,711	847,746	99.0%	
C & S	1,059	725,000	1,524,000	47.6%	144	• • • •	• • • •	4,099	79,099	246,448	32.1%	43,840	42,470	100.0%	
Colonial	648	506,000	2,541,000	19.9%	786	• • • •	123	• • • •	51,690	213,080	24.1%	57,742	62,596	92.3%	
Eastern	1,624	1,626,000	3,103,000	52.4%	1,995	• • • •	• • • •	13,408	180,343	475,550	37.9%	62,062	62,062	100.0%	
National	2,837	844,000	1,713,000	49.3%	596	• • • •	4,799	• • • •	92,327	250,479	36.9%	37,246	35,836	100.0%	
Northwest	2,151	4,390,000	9,150,000	47.9%	57,343	• • • •	7,144	38,743	540,774	1,143,618	47.3%	331,569	333,875	99.3%	
Pan American	68,373	58,475,000	98,503,000	59.4%	214,000	60,675	1,704,894	• • • •	7,524,353	13,086,466	57.5%	2,485,736	2,520,022	98.6%	
Latin Amer.	13,202	33,452,000	47,508,000	70.4%	135,563	42,107	318,029	• • • •	4,058,533	7,087,270	57.3%	1,252,016	1,370,200	89.6%	
Pacific	7,637	22,155,000	31,158,000	71.1%	198,520	10,415	283,936	• • • •	2,630,061	4,449,066	59.1%	1,143,458	1,136,949	99.3%	
Alaska	5,677	5,736,000	9,624,000	59.6%	33,034	• • • •	45,189	• • • •	668,222	1,490,086	44.8%	219,985	194,993	92.4%	
TWA	8,570	27,305,000	34,313,000	79.6%	210,485	69,477	224,742	• • • •	3,590,045	5,228,715	68.7%	1,001,539	1,062,864	92.0%	
United	2,810	6,744,000	7,006,000	96.3%	20,346	• • • •	11,714	• • • •	722,467	752,628	95.9%	160,800	148,807	100.0%	
TOTALS	130,460	189,907,000	286,123,000	66.4%	1,009,082	194,862	2,395,900	159,571	23,575,321	40,183,903	58.7%	7,920,043	8,045,213	96.4%	

## U. S. International Airline Traffic for July

AIRLINES	REVENUE	PASSENGERS	REVENUE	PASSENGER	AVAILABLE	PASSENGER	U. S. MAIL	FOREIGN MAIL	EXPRESS	FREIGHT	TOTAL	AVAILABLE	% AVAILABLE	REVENUE	SCHEDULED	% SCHEDULED
			MILES	MILES	SEAT	LOAD FACTOR	TON-MAILES	TON-MAILES	TON-MAILES	TON-MAILES	TON-MAILES	TON-MAILES	FLOWN	PLANE-MILES	MILES	COMPLETED
American	6,465	5,189,000	9,111,000	56.9%	8,949	728	...	...	108,362	668,367	1,231,940	54.3%	235,998	230,995	100.0%	
Amer. O'Seas	9,012	25,149,000	29,689,000	84.7%	150,362	11,481	205,204	...	3,059,968	4,374,682	69.9%	866,484	867,321	98.1%		
C & S	820	572,000	1,973,000	28.9%	151	...	...	...	5,782	64,354	220,136	29.2%	43,840	42,470	98.4%	
Eastern*	1,279	1,280,000	3,097,000	41.3%	2,248	...	...	...	11,420	153,021	475,550	32.2%	62,062	62,062	100.0%	
National	2,667	814,000	1,648,000	49.4%	468	...	3,493	...	...	90,222	240,997	37.4%	35,836	35,836	100.0%	
Northwest	1,877	3,370,000	7,200,000	46.8%	40,639	...	7,146	20,261	...	414,404	954,097	43.4%	227,586	240,346	94.5%	
Pan American	63,777	56,345,000	97,541,000	57.8%	190,000	78,954	1,356,291	...	7,321,336	13,002,656	56.3%	2,496,884	2,552,914	97.8%		
Latin Amer.	12,239	30,407,000	39,365,000	77.2%	133,210	50,722	283,363	...	3,713,639	5,890,572	63.0%	1,030,471	1,308,995	76.7%		
Pacific	5,954	18,154,000	29,664,000	61.2%	177,770	20,624	324,466	...	2,279,091	4,363,142	52.2%	1,094,944	1,146,465	93.6%		
Alaska	4,889	5,054,000	8,077,000	56.9%	28,387	...	30,884	...	570,874	1,350,485	42.3%	202,767	201,994	99.5%		
TWA	7,942	25,050,000	32,234,000	77.7%	212,340	69,126	253,770	...	3,377,699	5,085,578	66.4%	942,511	991,756	93.3%		
United	2,384	5,722,000	6,535,000	87.6%	24,025	...	10,231	...	614,936	726,988	84.6%	156,000	148,800	100.0%		
TOTALS	119,302	177,106,000	266,934,000	66.3%	968,549	231,635	2,474,788	145,825	22,327,913	37,916,773	58.9%	7,415,383	7,829,554	93.0%		

\* Final figures for Eastern Air Lines — Month of June, 1947;  
Freight ton-miles: 9,506; Total ton-miles revenue traffic: 35,742; % available ton-miles used: 42.5%

\* Final figures for Eastern Air Lines - Month of June, 1947; Freight ton-miles: 9,206; Total ton-miles rev. traffic: 35,742; % available ton-miles used: 42.5%

Note: Above tabulations were compiled by American Aviation Publications from official reports filed by the companies with CAB.



# Improved 3rd Quarter Airline Earnings Indicated by Damon

Much-improved earnings for many airlines in the third quarter resulted from technological improvement in equipment and increased management efficiency, Ralph S. Damon, president of American Airlines, told the New York Society of Security Analysts on Oct. 27. Damon said American was currently performing about 30% more passenger miles than last year and doing it with 1,000 fewer employees than a year ago.

He explained that the four-engined DC-4's and DC-6's carry double the passenger and cargo loads of the DC-3's without a proportionate increase in operating costs. Overall operating cost of the DC-3 in the first six months of 1939 was 67.9c a mile, he said, compared with \$1.06 for the first half of this year.

## DC-4's Cut Losses

"If we were operating only DC-3's today," he asserted, "we would be an insolvent industry because . . . while costs have risen, mail pay has been cut 25%, express rates have been cut 33%, freight rates have been introduced which are even lower, and passenger rates for service in this type of equipment has been cut 5% under prewar rates. The only salvation of American Airlines, and it is similarly true of many other companies, was the introduction of DC-4 airplanes early in 1946 which, with their lower cost per seat-mile, permitted us to recoup some of the losses sustained on the DC-3's."

AA's president pointed out that the cost per seat mile on the DC-4 in the first six months of 1947 was 3.7c compared with 5.8c on the DC-3. He said that in the case of American, the DC-4's were interim equipment to be used until its fleet of 50 DC-6's and 100 Convair Liners have all been received; all DC-3's and some of the DC-4's will be retired, with remainder of DC-4's assigned to freight service. The DC-6's should all be acquired by end of 1947, the Convairs approximately one year later.

## Douglas Operating Loss Hits \$9 Million; Sales Up Over '46

Douglas Aircraft Co. reported an operating loss of \$9,250,037 before tax credits and a net loss of \$1,170,037 for the first nine months of its current fiscal year ended Aug. 31. This loss compared with net income of \$3,154.-

142 for the same period of the previous fiscal year.

This occurred despite the fact that sales and billings this year totaled \$92,568,384, as against \$84,449,609 for the same nine-month period last year.

The company's backlog declined \$8,500,000 during the third quarter to \$156,467,000, a considerable portion of which is in experimental and development projects and an order for Navy attack bombers. The 38% of the backlog comprising commercial orders was for DC-6's for domestic and foreign airlines.

New orders, less cancellations, amounted to \$29,462,000 during the third quarter, while shipments and deliveries were \$38,034,000. Working capital of the company on Aug. 31 was \$56,153,160, down \$2,335,894 from beginning of the fiscal year. Current assets totaled \$84,856,442 and current liabilities \$28,703,282.

A dividend of \$2.50 per share on common stock, payable Nov. 24, has been declared.

## EAL Reports \$908,308 Loss for Third Quarter

Eastern Air Lines has reported a net loss of \$908,308 after taxes during the third quarter 1947, compared with net profit of \$1,062,607 after taxes in same 1946 period. The loss was attributed to several factors including cost of integrating a fleet of 14 Constellations, the return of normal travel habits last summer resulting in a seasonal drop in Eastern traffic, and the abnormal disruption of traffic and schedules during a six weeks period in September and October brought about by hurricanes, floods and inclement weather in the South.

The board of directors decided to omit payment of the semi-annual dividend of 25c per share normally paid in December, in view of the loss "plus the ever-constant demand for increased wages, the rising costs of materials and supplies, and the uncertainties of general business conditions in the near future."

Eastern to date has borrowed only \$5,000,000 of the \$20,000,000 made available last year on a five-year revolving credit basis by 27 banks along the company's system. Eastern's entire fleet of 14 new Constellations has been paid for and delivered.

## Financial Briefs

The Flying Tiger Line showed an operating profit of \$113,090 in quarter ended Sept. 30.

Capital Airlines' \$4,000,000 loan from group of five banks, headed by Chase National, has been extended to Feb. 1, 1948, from Nov. 1. Because restrictions surrounding Capital's \$10,000,000 worth of debentures prohibit long-term indebtedness, the loan is carried on short-term basis and comes due every three months.

United Air Lines directors have authorized payment of regular quarterly dividend of \$1.12½ per share on company's 4½% cumulative preferred stock, payable Dec. 1 to holders of record Nov. 10.

Wisconsin Central Airlines stockholders have approved a \$700,000 nationwide stock offering. The stockholders authorized changing company's capital structure from 30,000 shares of \$10 par value common stock to 300,000 shares of \$1 par, with present holders receiving a total of 55,000 shares of the new stock on basis of 2½ shares for each share of \$10 par stock presently held. Loewi & Co., Milwaukee, will head underwriting to raise the \$700,000 by offering the new stock at \$4 per share, which on a price basis is equivalent to \$10 par stock previously offered by the company.

Port of New York Authority's first bond issue of about \$25,000,000 is tentatively scheduled for next January. Revenues at La Guardia Field were \$577,000 during first four months of PA operation, compared with estimated receipts of \$396,000. First six months of operations are expected to show \$895,000 revenues as against estimates of \$694,000.

Slick Airways has reported a net profit of \$13,910 for September, on a volume of 2,034,411 ton miles of freight. Samuel R. Milbank, New York investment banker, has been appointed to board of directors.

Interstate Air-Credit Corp. is back in the aircraft financing business, with headquarters at Municipal Airport, Minneapolis. Harry A. Shaffer, president, stated that many old customers had complained about lack of financing facility, especially for used aircraft and club purchases, thus he decided to resume the business suspended during the war.

## Mid-Continent Profit Totals \$87,573 for Nine Months

Mid-Continent Airlines has reported a net profit of \$87,573 after taxes for the first nine months, equal to 22½c per share. Net profit before taxes was \$144,288. September net profit was \$47,966 after provision of \$33,332 for income taxes, compared with \$43,876 after taxes in September, 1946.

Operating revenues reached a new high of \$562,905 in September, slightly above the total revenue for August and 25% over September last year. Operating expenses were 25% greater in September, 1947, than in same month a year ago, reflecting effect of expanded operations and greatly advanced costs.

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- Douglas DC-4 Airplane Parts and Accessories
- P&W R-2000-13 Engine Parts, Accessories and Components (many of which are interchangeable with R-2000-7-9-11 Engines).

These inventories are available for inspection at our warehouses at Astoria, L. I., New York, Tulsa, Oklahoma and Fort Worth, Texas, and offered F.O.B. these points for domestic shipment at very attractive prices.

Prompt attention will be given to all requests for quotations directed to the attention of the Superintendent of Stores at the above address.

## Classified Advertising

The rates for advertising in this section are as follows: "Help Wanted," "Positions Wanted," "Aircraft Wanted or For Sale," and all other classifications \$1.00 a line, minimum charge \$4.00. Estimate bold face heads 30 letters and spaces per line; light body face 40 per line; box numbers add two lines. Terms, cash with order. Forms close 20 days preceding publication date. Rates for display advertisements upon request. Address all correspondence to Classified Advertising Department, AMERICAN AVIATION PUBLICATIONS, 1317 F Street N. W., Washington 4, D. C.

### C-W Loses \$465,315 Despite Tax Carryback

Curtiss-Wright Corp. has announced a consolidated net loss of \$223,478 for the September quarter, after applying a tax carryback of \$570,000 and after transfer of \$274,776 from postwar conversion reserves. For nine months ended Sept. 30, the consolidated net loss was \$465,315, after tax carryback of \$5,570,000 and transfer of \$940,287 from the reserve.

Consolidated net sales for C-W and its subsidiaries for the third quarter amounted to \$20,141,541, and included retroactive price increases of \$2,780,435, of which \$1,891,416 apply to the year 1946. Sales for the first nine months of the year totaled a net of \$58,828,994.

Wright Aeronautical Corp. and its subsidiaries reported consolidated net sales of \$1,267,741 for the third quarter, including a retroactive price increase of \$907,000, of which \$240,000 applied to 1946.

### POSITIONS WANTED

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Age 33, total time 4,750 hours, 4 years North Atlantic experience. Sober, neat appearance, very reliable, free to travel, wishes to connect with individual concern or corporation as private pilot; all inquiries answered. Room 622, Hotel Winslow, 45 East 55th Street, New York, N. Y.

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### FOR SALE

**FOR SALE**—Douglas A-26B perfect condition, engines and aircraft 60 hours since new. Dual ADF 100 watt transmitter, long range tanks \$50,000. Reply P. O. Box 630, Santa Paula, Calif.

## Back Copies Available . . .

### AMERICAN AVIATION AIR TRAFFIC GUIDE

• Persons maintaining files of back issues of the Traffic Guide may replace missing copies from publishers stock, which is now being reduced. Specify month and year for each issue desired, enclosing 25¢ per copy for handling and mailing. Special rates for complete annual files for 1946 and previous years. No copies of Vol. 1, No. 1 are available.

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## Wings of Yesterday

### 25 Years Ago

A total of 37.4 tons of newspapers were carried from London to the continent by air in one month—an average of more than one ton daily. Newspapers represented about one-half the total cargo of the British, French and Dutch aircraft.

The "Aero", an aircraft manufacturing firm of Prague, completed the first commercial aircraft manufactured and designed in Czechoslovakia. (Nov., 1922)

### Ten Years Ago

(IN AMERICAN AVIATION)

Dr. Edgar S. Gorrell was re-elected president of the ATA. (Nov. 15, 1937)

Pan American Airways signed a contract to fly 1,000,000 pounds of mining machinery and other equipment across the Andes. A timotored Ford equipped with high-altitude super-charged Wasp engines was used. (Nov. 15, 1937)

## Letters

### Anonymous Letters

To the Editor:

Surely, you of all people, know better than to publish anonymous letters such as the one in the Oct. 15 issue, entitled "Airline Strikes Harmful." You, Mr. Parrish, like to say what you think, and never do you hesitate to call a spade a spade—so why do you stoop to printing letters by some alleged "private, indignant citizen"? Obviously, the fellow hasn't anything worth saying, or he would not be ashamed to sign his name to it. You are proud to sign your name whenever you have something to say that you know will make certain people angry—you go out of your way to expose anything which you think is particularly bad, and you never worry about whose toes get stepped upon—you can honestly say, Wayne Parrish is not afraid to say what he thinks and sign his name to it! So why, or how, can you let some jerk who obviously is afraid to sign his name, clutter up your magazine with tripe such as the above mentioned letter?

Are we not all "private, indignant citizens" as far as strikes are concerned? Sure, strikes do all the things mentioned and more besides, but you know as well as anyone else that it takes two to make a fight.

I think you are compromising your position, Mr. Parrish; you are letting your magazine give the impression that you support such unsigned letters by publishing them anonymously. May I suggest that no amount of equivocation will excuse an honest, straight-forward magazine like *American Aviation* for publishing letters purported to be from disinterested parties, yet anonymous. The tone of the letter makes it obvious enough that the writer is—(1) Not too "private"; (2) Very "indignant," and (3) Not thinking very hard.

JOHN H. KELLY  
Palo Alto, Calif.

(Editor's Note: The policy on Letters to the Editor follows the general practice of all publications. No letter whose author is not known to the publication is published. But names are sometimes withheld at the request

of the writer if the editors feel the requests are justified, and if the letter has sufficient merit as a contribution to the subject being discussed. The editors frequently disagree with the opinions of letter-writers, just as readers frequently disagree with editorials. It will be a sad day when the last word has been said on any subject. But the editors agree with Reader Kelly that as a general rule, the writer of a letter should be unafraid to have his name published.)

To the Editor:

The letter contained in the Oct. 15, 1947, issue pertaining to "Air Line Pilots Strikes" written by the "Indignant Citizen," met with considerable interest. At the beginning of his second paragraph, the "Indignant Citizen" states, "Without thinking very hard." His letter which followed seemed to bear out just that.

There can be no doubt as to the unpleasantness suffered by all those concerned with, involved in, or affected by an airline strike. After being involved in a recent dispute which resulted in a strike, I can fully appreciate the distasteful interim during a strike period. It is unfortunate that after months of untiring negotiating by the pilots of both airlines with their respective companies, a strike was necessary to arrive at a conclusive working agreement.

When occasionally we find the individual who takes it upon himself to rename the Airline Pilot an "Overpaid Glamourized Air-bus Driver" we usually find ourselves confronted with a person who has not taken upon himself the years of study and preparation necessary to become an Airline Pilot. Now as he confronts himself with the Airline Pilot, he finds his greatest means of self satisfaction is to belittle the Airline Pilot's ability, judgment, and earning power.

The "Freedom of Speech" and "Freedom of the Press" is indeed one of our most cherished possessions. The "Indignant Citizen" has seen fit to take advantage of this privilege, but why he finds it necessary to withhold his name from publication is indeed puzzling. Any thought worthy of publication should be worthy of a signature.

LYLE D. BOBZIN  
Capt., Int'l Div., TWA.

### 'Rank, Stinking Prejudice'

To the Editor:

Your magazine has come to my mail box for one year now; and I had come to consider it a publication of some authenticity in matters of commercial aviation. The Nov. 1 issue, however, carries an editorial in which you berate and belabor Mr. Dave Behncke. I cannot recall having read an editorial more laden with rank, stinking prejudice.

I do not know Mr. Behncke personally, nor do I have any special love for him; nevertheless, he has given his leadership, and has been instrumental in bringing improved working conditions to a group of respected professional men.

Your offensive editorial, "Dear Dave," shows incomplete and immature thinking, and is certainly not worthy of publication on the cover page of *American Aviation*. I wonder if you have taken the trouble to find out the ALPA point of view. Perhaps it is a deliberate attempt to discredit Mr. Behncke and the ALPA. In any event, I can not conceive of intelligent, thinking men in aviation circles reading your article and giving it any serious thought. It is the type of nonsense you might expect from some rabble-raising labor leaders.

In the slim hope that you are merely uninformed, I am enclosing some mimeographed letters which were distributed to all ALPA members to acquaint them with the AOA case. Here, then, is the AOA case from the ALPA point of view. Please read it.

One minor point not covered therein, is that the AOA pilots refused to take flights

originating in the U. S. They did not refuse to complete flights out on the line. The company, however, saw fit to stop all flights throughout the system, and is therefore responsible for the plight of all those "poor stranded passengers" who had to go hunt up steamship passage to get back home. The move had its obvious purpose—to bring about popular indignation toward the pilots.

By your iniquitous editorial I think you have alienated many loyal readers, including yours truly,

R. L. KRUSE  
ALPA Member

### Congratulations

To the Editor:

My congratulations on your editorial, "Dear Dave" of November 1st. I congratulate on a more your forthrightness and straight to the point writing.

ROSCOE TURNER  
Indianapolis, Ind.

### Pan Am in First Place

To the Editor:

Page 20 of *American Aviation* magazine for Oct. 1 carries an article regarding U. S. traffic to Europe and shows a table for east-bound traffic which indicates that Pan American was in second place in number of trips for the period Aug. 3 through Aug. 30, with 85 trips, 1,414 passengers, 79,899 lbs. of cargo, and 38,036 lbs. of mail.

Our records show that for the entire month of August we operated 106 trips through the northern gateway, of which four were all cargo, and 24 trips through the Lisbon gateway, or a total of 130 eastbound flights carrying 2,124 passengers, 154,242 lbs. of express, and 55,147 lbs. of mail. Thus, our statistics indicate that we were in first place in everything except mail. The article indicates that the CAB is the source of the information quoted.

J. H. SMITH, JR.  
V.P.—Atlantic Division.  
Pan American Airways.

(Editor's Note: All credit to PAA for ranking first. The apparent discrepancy in the *American Aviation* report arises from the fact that the Lisbon gateway traffic was not included. Object of the survey was to show comparative figures for primary competitive services between New York and the United Kingdom, and at least part of the Lisbon gateway traffic is bound for South Africa. The August survey was based on industry statistics circulated among the airlines, not derived from CAB. PAA's point is well taken, however, since the survey was described as covering the North Atlantic, in which the Lisbon gateway figures.)

## Obituary

### Hugh L. Smith

Hugh L. Smith, 50, resident manager of Oklahoma for American Airlines, died Oct. 24 following a heart attack in a New York hotel. Smith, who was in New York for meetings with company executives, had been with American and predecessor companies for nearly 20 years. He originally joined Texas Air Transport as a pilot in 1928 when that company was organized to operate air mail routes No. 21 and 22. He became operations manager for AA in 1933, and was appointed v.p.-operations in 1942. In February, 1946, he was named to head AA's extensive training school and maintenance center in Oklahoma with title of resident manager. His widow and son, Hugh L. Smith, Jr., survive.

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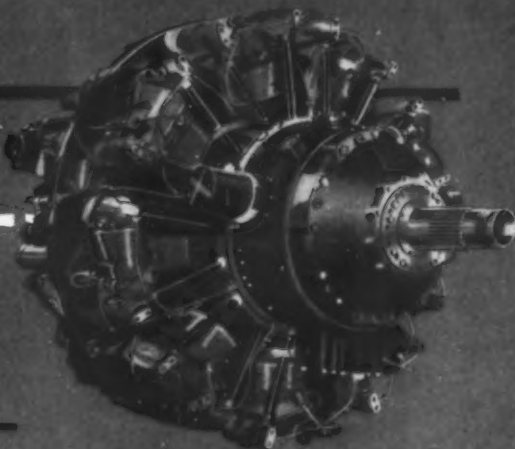
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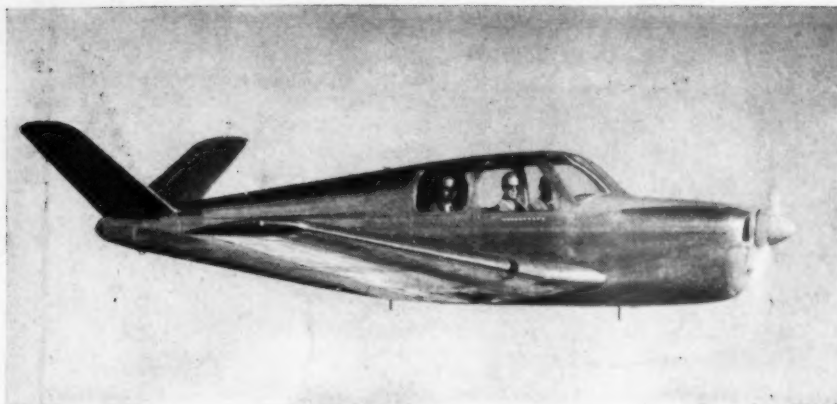
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